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THE
GREAT CANADIAN
NORTH WEST :
ITS PAST HISTORY, PRESENT CONDITION,
AND
GLORIOUS PROSPECTS.

BY
ALEXANDER BEGG,
OF WINNIPEG, MANITOBA.



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BEGG, A.

Entered according to Act of Parliament, in the year one thousand eight hundred and eighty-one, by ALEXANDER BEGG, in the office of the Minister of Agriculture and Statistics, at Ottawa.

Dedicated

**TO THE RIGHT HONOURABLE
SIR JOHN A. MACDONALD, P.C., K.C.L.**

PRIME MINISTER AND MINISTER OF INTERIOR

OF THE

DOMINION OF CANADA.



To

THE RIGHT HONOURABLE

SIR JOHN A. MACDONALD, P.C., K.C.B.,

PRIME MINISTER OF THE DOMINION OF CANADA.

SIR,

In the noble efforts put forth by you and your colleagues to develop the vast resources of the Canadian North West you are but completing that grand work of *Confederation* of which you are the master-builder. It is now becoming plainer day by day (a fact which appears to have been foreseen by you long ago) that the success of the Dominion as a whole depends in the future upon the development of the great fertile land which you are now seeking to connect more intimately with the Eastern portions of Canada. It would be a poor investment indeed for the Dominion to people and develop that great country if it were to be left unconnected with the older Provinces, or to allow it to be dependent even in the slightest degree upon the good-will or at the mercy of our neighbours in the United States.

There is no doubt the construction of the Canadian Pacific Railway as at present proposed is looked upon with much uneasiness by certain interested American capitalists who now control the avenues of trade from the West to

the seaboard, and ere long it will be seen how they are at present endeavouring to thwart your efforts to build our national line. I have every reason to believe, from a long residence in the North West and by an intimate acquaintance with the wants of our North-western country, as well as those of the more Western States of America, that many years will not elapse ere it will be found that the produce of the whole North-western country, American as well as Canadian, will seek an independent avenue for transportation to the seaboard through Canada. To make this, however, thoroughly and wholly a national success, the line must be altogether through our own territory, and in no way subservient to the will of American pools or American speculators. There is very little doubt that means will be found in the future by American trunk lines to tap our great North West. No human agency at the present time can foresee the future necessities that may arise in connection with the immense trade that will assuredly be developed in the North West, but you and your colleagues are in my humble opinion taking the only true course to secure the future interests of Canada, by insisting upon the immediate construction of a thoroughly national line wholly through Canadian territory, which, while thus being placed always under the supreme control and supervision of the Canadian Parliament, will be held responsible and checked if necessary in any attempt to betray the interests of our own country. Moreover, as you propose to have the road built, it will be a thoroughly independent Canadian line. I feel a deep interest in the welfare of the Canadian North West, having for many years past made it my home, and being thus deeply interested I have carefully watched the

actions of Canadian statesmen in so far as they have affected my adopted country. I must say I have often grieved to note the seeming ignorance displayed in regard to our wants and position. I have been pained to see how indifferent at times they have shown themselves to our welfare, and it has often struck me that the great importance of the North West to the Dominion at large has not been fully appreciated by them. To you, however, we are indebted for nearly all the good measures enacted for the benefit of our country, and although this my present effort is but a poor attempt to show the progress made in the North West, I have taken the liberty of dedicating to you my work as an humble token of the great respect I feel towards you, our greatest statesman.

I have the honour to be, Sir,

Your obedient servant,

ALEXANDER BEGG.

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GREAT CANADIAN NORTH WEST.

CHAPTER I.

The Prince Rupert Charter—The Treaties relating to the North West—French and Canadian Fur-traders—Nor-West and X. Y. Companies, the Hudsons Bay Co., and the acts of the British Government relating thereto—Disturbances between the Fur Companies and the union of their interests—Canada's early attempts to gain possession of the North West—Confederation of the British North American Provinces—Provision made for the admission of the North West—The mission of the late Sir George E. Cartier and Hon. Wm. McDougall to England—The arrangement for the acquisition by Canada of the North West Territory.

OVER two centuries have passed since the territory now known as North Western Canada first attracted the attention of the mercantile world. In 1670 a number of English noblemen and gentlemen, headed by Prince Rupert, having conceived the idea of forming a company for the purpose of pushing trade in the direction of the North Pole and of finding, if possible, as was then stated, a new passage into the South Sea, took steps to become incorporated, and on the 2nd of May in that year they succeeded in obtaining a charter from King Charles the Second, which secured to them proprietary rights over a considerable tract of country.

Doubts as to the validity of that charter have existed in the minds of many people, inasmuch as it is held that the lands mentioned therein were not in the possession of

England at the time and, consequently, the king had no right to deed away what did not belong to him.

By the Treaty of Ryswick, in 1696, the whole of Hudson's Bay was recognized as belonging to France; by the Treaty of Utrecht, in 1713, a portion of the shores of Hudson's Bay, was ceded to England, and, in 1763, when Canada was surrendered to the British Crown, the French Canadian people were guaranteed in their properties and rights.

Fur traders from France are known to have penetrated as far as the Assiniboine Valley, in the prosecution of their calling, as early as the year 1700, and in 1766 many traders from Montreal pushed their enterprises throughout the whole of British America to the Pacific shores. In 1784 The North West Company of Montreal was formed, and carried on trade through Canada, via the lakes, to the head of Lake Superior, and thence across the continent to the Pacific Coast.

The Hudson's Bay Company did not enter the Saskatchewan and Assiniboine Country to trade until about the beginning of this century, and it was not until 1814 that they set up the claim of exclusive rights, etc., under their charter. The effect of this act, however, was to arouse the animosity and resistance of rival fur companies, and it was not long ere the Governor and Company of Adventurers of England, trading into Hudson's Bay, found themselves opposed by powerful organizations such as the North West and X. Y. Companies of Canada. So great then became the competition, and so bitter the rivalry between the three fur companies, that great loss of property and life ensued, and finally there was every prospect of utter ruin falling on them all.

In 1820, however, through the instrumentality of Right Honorable E. Ellice, and at the suggestion of Lord Bathurst, then Secretary of State for the Colonies, a union of the Companies was affected, which resulted in their

trading together as one under the original charter of the Hudson's Bay Company; and in order to prevent any further competition an Act of Parliament was passed in 1821, under which the Company, as reconstructed, was granted the exclusive fur trade for twenty-one years throughout the whole British North West Territory, clear through to the Pacific. In 1838 the license granted under the Act of 1821 was surrendered and a new arrangement entered into, by which the Canadian Companies, whose interests had been before united, and the stockholders of the Hudson's Bay Company became entitled, as nearly as possible, to equal shares. A renewal of the license was then applied for and granted on the 30th May, 1838, for a term of twenty-one years from that date, and the right of exclusive trade enjoyed by the Hudson's Bay Company, therefore, expired on the 30th May, 1859. The proprietary rights of the Company, however, still remained and, as they were held good by the best legal opinion of Great Britain, it was necessary to treat first with the Hudson's Bay Company for a transfer of their lands and the privileges pertaining thereto ere Canada could enter into possession of the Great North West.

The attention of the Canadian Government was first attracted to the country, in 1816, by the conflict of interests between the Canadian fur traders and the Hudson's Bay Company, and the frequent scenes of bloodshed which took place. A Col. Coltman was then sent by Canada as Commissioner to enquire into the matter, and he recommended a union of the interests of the various traders, which, however, did not take place until 1821, as already mentioned. In Col. Coltman's report he also recommended the Government of the North West Territory to be taken from the hands of the Hudson's Bay Company, and assumed by the British Government.

After the union of the fur trade interests the Hudson's Bay Company held almost undisputed sway over the land,

and being unchecked in their administration of affairs they became tyrannical and oppressive in their treatment of the settlers living on the banks of the Red River. At least we are obliged to infer this from the complaints lodged at the Colonial Office by these people from time to time. No attention having been paid to their representations in England, the settlers finally petitioned the Legislature of Canada on the subject, and in 1857 a Committee of the Canadian Parliament, on the strength of that petition, was appointed to inquire into the rights of Canada to the North West Territory, and the rights of the Company under their charter. Previous to the appointment of that Committee, however, a strong feeling had arisen throughout Canada, that the whole of the North West Territory ought to be under Canadian Government. The press and public men of all degrees echoed that feeling, and Honorable Mr. Vancoughnet, then President of the Executive Council of Canada, at a public meeting in 1856, said that he sought a boundary for Canada on the Pacific Ocean, and that no charter could give to a body of men control over half a continent, and that he would not rest until that charter was abolished.

In 1857 Honourable W. H. Draper, Chief Justice of the Court of Common Pleas of Upper Canada, was sent by the Canadian Government to England, to watch certain investigations that were being made by a Committee of the English House of Commons, in regard to the Hudson's Bay Company's management of affairs in the North West. A portion of the report of that Committee recommended that it was essential to meet the just and reasonable wishes of Canada to annex to her Territory such portions of the North West as might be available for settlement, but, in another part, it was held desirable that the Hudson's Bay Company should continue to enjoy the privileges of exclusive trade. It is more than probable that the Committee made this latter recommendation in consideration of the approaching expiration of the Company's license.

From this time there existed in Canada a desire to annex the British North West, the press and public men generally taking up the question and discussing it from time to time, and certain negotiations were carried on between the Canadian Government and the Hudson's Bay Company, through the Home authorities, to further the object, but no real action was taken to accomplish the desired end until 1868, when the late Sir George E. Cartier and Honorable Wm. Macdougall were appointed a delegation to England, to arrange the terms for the acquisition by Canada of Rupert's Land. The Act of Confederation of the British North American Provinces had taken place in the meantime. Originating, as it did, in the Maritime Provinces, with such men as Howe, Tupper, Tilley, Archibald, Gray and Johnson, leading the way, that grand scheme was soon taken up by the Government of Old Canada.

The Right Honorable Sir John A. Macdonald, by the active part he took in that one great Act of Confederation, has endeared his name with the Canadian people for all time to come, and there never will be forgotten the great statesman who so ably assisted him at that time. Amongst those who took a prominent part in the great work we find the names of Hon. George Brown, Sir George E. Cartier, Sir P. Etienne Taché, Sir A. T. Galt, Hon. John Ross, and many others who, sinking personal and political differences for the time being, united to carry out the grand scheme of Union in British North America. One of the provisions laid down in the Act of Confederation was for the admission of the North West Territory, British Columbia, and Vancouver, at a future date. For this far-seeing provision we are chiefly indebted to the sagacity and forethought of Right Honorable Sir John A. Macdonald, supported by his more intimate associates, in the deliberations going on at that time.

The vast resources of the country lying to the east-

ward of the Rocky Mountains, and the fertility of the soil was becoming known. The reports of Capt. Palliser, Henry Youle Hind, S. J. Dawson, Esquire, and Dr. Hector, gave sufficient promise that the country was of unlimited value. These reports, supported as they were to a great degree by the evidence of independent traders and settlers in the country, convinced Sir John A. Macdonald and his colleagues that, in providing for the admission of such a splendid tract of country into the Union, they were securing for the Dominion of Canada the opportunity of becoming in the future one of the greatest nations on the earth.

The distinguished statesmen who were charged with laying the foundation of Confederation in British North America foresaw that, in the near future, the older Provinces of the Dominion would require room to extend their efforts in the march of progress. They realized that, at an early day, fields for enterprise would be necessary, and that to encourage and sustain the great manufacturing and shipping interest of Canada a large increase of farming population would be required. The example of the United States was before them, and they could not shut their eyes to the fact that the rapid development and settlement of the Western States constituted one of the great secrets of the success of the American Union. With this example before them, our statesmen were equal to the occasion, for in bringing about the Union of the Provinces, they held to the principle that, until Confederation extended from the Atlantic, across the continent, to the Pacific, it would not be complete, and with that great idea in view they provided for the extension of the Dominion accordingly.

In 1867 the British North America Act was passed, and on the first of July of that year Lord Monk issued a proclamation announcing his appointment as Governor-General of the Dominion of Canada.

One of the first steps of the administration of Sir John

A. Macdonald was to send a deputation to England for the purpose of arranging for the admission of Rupert's Land into confederation, and on the 1st October, 1868, Sir George E. Cartier and Hon. Wm. McDougall were appointed delegates for that purpose. The action of that delegation has been severely criticized on several occasions, but when it is borne in mind that, while the best legal authority in Great Britain held that the proprietary rights of the Hudson's Bay Company could not be disputed, the delegates from Canada were obliged to recognize their validity and treat accordingly. Moreover the long occupancy of the lands by the Company gave them a right to be recognized in any dealings between the Canadian and Home Governments, and, in addition to this, the Imperial authorities held that satisfactory arrangements would have to be made with the Hudson's Bay Company ere a transfer of the territory could take place to Canada. Under these circumstances the delegation completed in 1869 the very best terms it was possible to make, much better indeed than those proposed to them by the Duke of Buckingham in 1868. The proposals made by the Duke of Buckingham were of a nature to keep the settlement of affairs between the Company and the Canadian Government open for a lengthy period of time, while those suggested by Earl Granville, and afterwards accepted in a modified form by our delegates, provided for a speedy adjustment of the whole affair. Sir George E. Cartier and Hon. Wm. McDougall represented Canadian interests in a most able manner and, with such odds as they had to contend against at the time, it is surprising that they were able to make the terms they did.

Owing to a change in the British Government which took place while they were in London, and the retirement of Lord Kimberly from the Governorship of the Company, our delegates were delayed in their negotiations from October, 1868, till April, 1869, but finally their efforts were crowned with success, and an agreement entered into by

which the Hudson's Bay Company were to transfer their rights to the Canadian Government on certain conditions. The principal clauses in these conditions were the payment by the Canadian Government of £300,000 sterling to the Hudson's Bay Company for the surrender of their rights, and the reservation, for the benefit of the Company, of a twentieth part of all lands set out for settlement within fifty years after the surrender. On the strength of this arrangement an Act was passed on the 22nd of June, 1869, by the Canadian Parliament for the temporary Government of Rupert's Land and North West Territory. The passing of that Act, however, was the cause of much dissatisfaction amongst the settlers of Red River, which, for the time being, caused a good deal of trouble and delay in the actual transfer of the country to Canada.

NOTE.—The Hudson's Bay Company asked for a tenth part of the land, but afterwards gave way on that point.

CHAPTER II.

The Scotch Settlement founded by Lord Selkirk—Privations of the early settlers—The conflict between the Fur Companies—Murder of Governor Semple—Retaliation by Lord Selkirk—Troops brought in by Lord Selkirk—Canadian Commission of Enquiry—The first Indian Treaty—Kildonan—Transfer of the Selkirk Settlement to the Hudson's Bay Co.—Grasshoppers—New settlers—The floods—Progress of agriculture—The Government of the country by the Hudson's Bay Co.—Wind-mills—The Half-Breeds—Monopoly—Buffalo-hunting—Troubles with the Indians—First execution in Red River—The establishment of Roman Catholic, Episcopal, Presbyterian, and Methodist missions—Troops from England—Unpopularity of Hudson's Bay Co. Government.

THE first attempt at settlement in the North West was in 1811, when Thomas Douglas, Earl of Selkirk, obtained a grant of land from the Hudson's Bay Company for the purpose of settling thereon a number of families from his own estates in Scotland. The deed by which this territory was granted to Lord Selkirk was dated on the 12th of June, 1811, and the southern boundary as then defined was placed in the present territory of Dakota, in the neighbourhood of Georgetown, but his lordship some time after he came into possession of his extensive property found that the Americans claimed as far as the forty-ninth degree of north latitude, which of course curtailed his lordship's grant to Pembina on the international boundary line.

In 1812 the first batch of Scotch settlers arrived after a tedious and perilous journey across sea and land via York Factory on Hudson's Bay to Red River. On their arrival they were met by an array of armed men who warned them that they were unwelcome, which so fright-

ened them that they resolved to proceed at once to Pembina, about seventy miles further south. The cause of this unfriendly reception was the hostility of the North West Company to Lord Selkirk's plan of settlement, the new colony being regarded by them as part and parcel of the Hudson's Bay Company's plans to monopolize the trade of the country. The first settlers remained at Pembina till May, 1813, when they returned to the colony, but had to endure great hardships from the constant persecution of their enemies, the North Westers. In 1814 a Mr. McDonell, who was appointed Governor of the Colony by Lord Selkirk, issued an ill-advised proclamation forbidding the appropriation of any provisions, whether of flesh, fish, grain or vegetables, to any use but that of the colonists. This was the first act of the Hudson's Bay Company to set up their claim to exclusive rights, and so exasperated the North West Company and their partizans that it excited their bitterest feelings towards the Scotch settlers; a sort of civil war was commenced, and anarchy and confusion reigned triumphant.

During this time the settlers made strenuous efforts to carry on their agricultural labours, but again and again they were harassed and persecuted, until finally they abandoned their colony, some of them going to the north end of Lake Winnipeg, while others were induced to proceed to Canada under offers of friendship and the promise of 200 acres of land each.

In the midst of all this desolation the last batch of Scotch emigrants arrived, and a gloomy prospect indeed was before them. The partizans of the North West Company renewed their efforts to injure them, and so well did they succeed that the settlers were dispersed once more, some of them going to Pembina, while others went to the Lakes and to the prairies bordering on the Missouri. These troubles finally culminated in the murder of Governor Semple and twenty others, and as an act of retaliation the seizure of

Fort William, the head quarters of the North West Company on Lake Superior, was made by Lord Selkirk. That nobleman, at the time, was on his way to Red River with 100 disbanded soldiers whom he had engaged in Montreal for the purpose of guarding his colonists against the hostility of their enemies. The disbanded soldiers were afterwards settled on the Seine River, but they proved to be the worst class of colonists. The result of all this confusion and bloodshed in the North West was the appointment by the Canadian Government of Colonel Coltman and Major Fletcher in 1816 as a commission of enquiry, with power to commit the guilty for trial, and from that time the colony was in a great measure left in peace.

On the 18th July, 1817, Lord Selkirk, in order to remove all annoyance from the settlers, concluded a treaty with the Saulteaux and Cree Indians for the surrender of all their right, title and interest in the land comprising his grant from the Hudson's Bay Company. The southern limit as described in this treaty went as far as Grand Forks, now in Dakota territory, and the consideration to be given the Indians was an annual payment of one hundred pounds of tobacco to the Saulteaux and a like quantity to the Crees. This was the first Indian treaty ever made in the North West.

In 1817 Lord Selkirk named his colony Kildonan, a name which it has kept till the present day, and he also set aside certain portions of land for a church and school house, after which, having restored order and infused confidence in his people, he took final leave of the colony.

The Red River settlement was not a paying speculation, however, so far as Lord Selkirk was concerned, for although it cost him in the neighbourhood of £200,000, we find that the Hudson's Bay Company re-purchased the colony in 1835, for which they paid £84,111 in 1836 to the executors of his lordship's estate. The colonists continued to struggle along with varying degrees of success ; having

much to contend against in those early days, so far removed as they were from civilization. In 1819 they were forced to seek the hunt owing to the destruction of their crops by grasshoppers, but Scotch like, they returned to their colony in 1820, determined to persevere in their efforts to secure comfortable homes. In the winter of 1820 some of the settlers walked from Red River to Prairie du Chien in the United States, several hundred miles, on snow-shoes for the purpose of purchasing seed grain, and having purchased some 250 bushels they started back in flat bottomed boats, with which they arrived at Red River in June. During high water it is possible to go from Lake Winnipeg to New Orleans by boat with only one single interruption a short portage between Leech and Otter Tail lakes in Minnesota. The settlers were soon after this joined by others from Switzerland and some from Ireland, so that there were several nationalities in the colony when the union of the fur companies took place in 1821, and in 1823 the settlement contained some 1500 souls, consisting of Scotch, Swiss, Irish, French-Canadian and Half-Breeds. The colony now began to flourish: numbers of houses were erected, cattle were imported from the States, the crops were abundant, and there was every prospect of a bright future before the settlers. But in 1826 they were once more doomed to disappointment and serious loss by the overflowing of the river, caused by the melting of the snow, which had fallen in excessive quantities during the winter. The first flood in Red River was in 1776, the second in 1790, the third in 1809, the fourth in 1826, and the last of any importance in 1852, but there is no chance of any flood ever occurring again, as the Red River has widened to such a degree that it is now capable of carrying off any extra quantity of water likely to be caused in the Spring from an unusual fall of snow during the Winter.

The year 1827 was the commencement of a new era in the Red River settlement. The colony increased in size,

and fresh settlers were added to it, some of whom hailed from the Orkney Islands; houses multiplied, fields were fenced, and agriculture proceeded with in an energetic manner; but, while these improvements were going on, there was one important drawback, the lack of sufficient market to encourage the exertions of the agriculturists. The Hudson's Bay Company could only take a limited quantity, and this tended to keep the colony comparatively at a standstill, and in addition to the want of a proper market the settlers themselves were but indifferent farmers at that time.

The only mills in operation were wind mills, the first one having been erected in 1825 at a cost of £1500 by Lord Selkirk.

About this time the management of the affairs of the settlement was left by the executors of Lord Selkirk in the hands of the officers of the Hudson's Bay Company, Governor Simpson being then at the head. Several enterprises were undertaken, such as the importation of sheep and cattle, &c., &c., but, principally through the carelessness and mismanagement of those in charge, they resulted in failure. Still the colony prospered, and in 1835, when it was purchased by the Hudson's Bay Company, the population numbered about 5000 souls.

The first step on the part of the company on taking possession of the colony was to organize a form of government. A Council was convened, consisting of a president and fourteen councillors, on the 12th of February, 1835 when a number of enactments were framed and passed into law.

Although it cannot be denied that the Hudson's Bay Company about this time had shown several instances of liberality and good-will towards the settlers, still the formation of the Council—composed as it was entirely of men in sympathy with the Company—and some of the enactments passed by that body, caused a good deal of dissatis-

faction amongst the people. Although the days of bloodshed and strife had passed away, still the company endeavored by every means in their power to enforce their rights in the matter of exclusive trade, and no opportunity to strengthen their hands was allowed to slip, in fact, some of the new laws were looked upon by the people as favouring the Company in this matter. On the 28th of April, 1836, the first petty jury was empanelled in the settlement, and a man named Louis St. Denis was found guilty of theft and sentenced to be flogged; but, as this mode of punishment was very unpopular with the settlers, it was not continued.

We have now to deal with another class of settlers, the Half-breeds or offsprings of marriages contracted by company officers and servants with Indian women. There were two classes of half-breeds, the English and French, the latter being descended chiefly from the pioneer traders and hunters who came from Lower Canada. Accustomed to roving habits on the prairie and in the woods it was with some difficulty that they could be prevailed upon to adopt the quiet life of a settler. Many of them, however, did settle in the Red River colony, but they proved restless and hard to manage and were continually rebelling against the Company's authority. The buffalo being in large numbers at no great distance from the settlement, these Half-breeds were wont to assemble in large bands during the Spring and proceed in a great body to the hunt. To give an idea of the formation of these hunting bands we may quote the one which left the settlement in the year 1840. That brigade consisted of:

- 1210 Carts and harness.
- 655 Cart horses.
- 586 Draught oxen.
- 403 Horses used for running with saddles and bridles.
- 1240 Scalping knives for cutting up the buffalo.
- 740 Guns (flint locks).
- 150 Gallons of gunpowder.
- 1300 Pounds balls.
- 6240 Gunflints.

and the number of persons in the band amounted to 1630 souls, men, women and children. These bands framed a code of laws for their guidance on the plains, and were very strict in their enforcement. The plain hunters generally returned to the settlement in August, and bringing with them, as they did, an abundance of provisions, they were not apt to pay much attention to gathering in the harvest. In fact, in 1841, the plain hunters received from the Hudson's Bay Company £1200 for their surplus meat, which sum was more money than all the agricultural class in the settlement at that time received for their extra produce. It is no wonder, then, that agriculture in those days did not receive that attention in the North West which it deserved. With a very limited market, rude implements for tilling the soil, and no inducement to extend their farming operations, it is only to be wondered at that the Scotch settlers persevered as well as they did. Even with their rude mode of agriculture they were blessed with enormous yields. We have the statements of old settlers to show that wheat yielded as high as 60 bushels to the acre, and when it fell to 40 they complained of small returns. The weight of the wheat then was extraordinary, ranging from 64 to 70 lbs. per bushel. Barley, oats, maize, potatoes and all root crops thrived in a corresponding degree. Still, on account of the abundance of buffalo meat and the limited quantity of produce required by the Hudson's Bay Company, farming operations remained almost at a stand-still, progressing very slowly indeed. The early farmers of Red River were actually known to keep wheat for three and four years stored in their barns without touching it.

In the year 1845 the first execution took place in the Red River settlement. The murderer was a Saulteaux Indian who had killed a Sioux under a spirit of revenge for which he was regularly tried, found guilty and hanged on the 6th September, 1845. The Indians throughout the settlement had become overbearing and insolent, and the

peace and safety of the whites called for some check, so that the execution of the *Saulteaux* had a salutary effect on the red men generally.

The first missionaries to the North West were the French Roman Catholic priests, for we hear of Father Dalmas about the year 1690 engaged in the study of Indian languages to enable him to preach the gospel to the savages of Hudson's Bay, and in 1736 Father Arnaud was killed by the Sioux in the vicinity of the Lake of the Woods while on a missionary tour. The conquest of Canada by England, however, interrupted the Catholic missions in the North West, and it was not till 1818 that they were again resumed. In that year two French Canadian priests from Quebec visited the North West, and from that day the Catholic religion has spread and flourished throughout the whole country, until now it has one vast ecclesiastical province with Archbishop Taché of St. Boniface as Metropolitan. This Ecclesiastical Province comprehends the arch-diocese of St. Boniface, the diocese of Prince Albert, the Apostolic Vicariate of Arthabasca, Mackenzie and the Apostolic Vicariate of British Columbia, which means that it extends from the Red River to the Pacific Ocean.

A Mr. Sutherland, one of the original Selkirk settlers acted as the first Presbyterian missionary, and was followed by Rev. John Black, on the 19th September, 1851, after a hard struggle made by the Scotch settlers to obtain a minister of their own persuasion. The Episcopal Bishop of the time did his utmost to prevent the bringing of a Presbyterian minister into the colony. Rev. John Black, now Dr. Black, still officiates in Kildonan, and at the present time the Presbyterian form of religion is preached in over 100 different localities throughout Manitoba and the North West. In 1820 the first missionary of the Church of England, in the person of Rev. John West, arrived in the settlement, and in 1844, Dr. Mountain, the Bishop of

Montreal, made the first Episcopal visit to Red River. On the 21st May, 1849, Her Majesty, by Her Letters Patent, founded the Bishopric of Rupert's Land, embracing an area extending from the Coast of Labrador to the Rocky Mountains. Bishop Anderson was the first bishop, and continued in the discharge of his duties till 1864, when he resigned, and was succeeded by the Right Reverend Robert Machray, D.D., the present bishop. The Episcopal Church has flourished greatly in the North West, and can now boast of missions throughout the whole land.

The Methodists did not regularly establish their missions in the North West till 1868, although some writers at an early period laid claim to there being eight Wesleyan stations in that territory; but the fact is, that although an attempt was made many years ago to establish stations at Edmonton and Moose, and also at Lac la Pluie, they for some reason did not succeed; a small station, however, was established at Norway House, and a mission commenced in the North West Territory by the late Rev. W. McDougall who recently perished in a storm while attending to his duties, but to the Rev. Geo. Young, in 1868, belongs the honour of placing the Wesleyan Methodist Church on a right footing in the North West. On this subject, however, we will take occasion to speak hereafter.

In the year 1846 several companies of the 6th Royals, amounting to 500 strong including artillery and sappers, were sent to Red River by the British Government under command of Lieut. Col. Crofton, who was also appointed Governor of the colony. These troops were probably sent to defend the frontier line owing to the fuss made by the Americans at the time on the Oregon question. At all events they proved a boon to the settlers, not only by quieting disaffected persons in the colony, but by establishing a sort of society and opening up a market for their produce. They were recalled in 1848, and soon afterwards about 140 pensioners under Major Caldwell were sent out

to take their place, but the least said the better about the conduct of these old soldiers. The pensioners were succeeded in turn by the Canadian Rifles, and these were the last British troops in the colony until the arrival of General Wolseley in 1870.

Nothing of very great importance now occurred in the colony until 1852, when another flood took place causing a great loss to the settlers; but it is a remarkable fact that the water did not reach as high a point as in 1826, and when high water occurred afterwards in 1862, it did no very considerable damage as compared to former years, and at the present time, as has already been stated, all fears of floods have passed from the minds of the people.

We will now close this chapter by mentioning that, about the year 1857, considerable dissatisfaction arose amongst the settlers at the management of affairs by the Hudson's Bay Company. They complained of not being able to get proper deeds for their lands, of being prevented from receiving peltries in exchange for produce, of furs being forcibly taken from them, their houses being frequently broken into for the purpose, of being debarred from navigating the lakes and rivers for the purpose of trade, of being searched like felons when leaving the settlement, of having to pay from 100 to 400 per cent. profit to the Company for goods which they might have imported at less cost themselves, of having no voice in the selection of councillors, and of their efforts to till the soil, or engage in any industrial pursuit, being hindered by the Company. Whether the complaints of the settlers were founded on facts or not, it is certain that they sent several petitions on the subject home to the Colonial Office, but the influence of the Hudson's Bay Company was too strong in England, and their appeals were not replied to. Finally, a petition, signed by Roderick Kennedy and 574 others, was sent to the Canadian Legislative Assembly, and from that time the agitation for the acquisition of the North West Territory really commenced in Canada.

CHAPTER III.

The original Indian tribes of the North West : a description of the several great bands—The Swampy Settlement—The conduct of the Fur Companies towards the Indians—The good influence of the Hudson's Bay Co. over the red men.

WE will now retrace our steps once more in order to give some particulars concerning the Indian tribes of the North West. The original bands living to the East of the Rocky Mountains as far as Lake Winnipeg and Red River, within British territory, were as follows :

Cree,	Shonshwap,	Yellow Knife,
Assiniboine,	Mountain,	Dog Rib,
Blood,	Saulteaux,	Strong Bow,
Blackfeet,	Takall,	Inland,
Beaver,	Nahany,	Copper,
Carrier,	Chipewan,	Swampy.

The population of the above in 1855 was, as near as it could be estimated, 47,000 souls, and from Lake Winnipeg and Red River to the north of Lake Superior, and along the St. Lawrence clear to the coast of Labrador, the number of Indians was calculated at over 17,000, so that the total Indian population in British North America east of the Rocky Mountains may be reckoned at 64,000 in the year 1855. Many of the above bands, however, have become extinct since then, or they have become merged into other tribes.

The Saulteaux and Swampies were looked upon as intruders by the other Indians, the former having been brought into the country from the older provinces of Canada by the North West Company, and the latter having wandered into the settlement from the vicinity of Hudson's Bay. The earliest date that any Saulteaux found his way

into the neighbourhood of the Red River country was about the year 1780. The Swampies were first a docile, peaceful people, and were employed a great deal by the Scotch settlers to assist in farming operations and other work about the settlement. In 1832 Rev. Mr. Cochrane, assisted by a Mr. Cooke, established what is now called the parish of St. Clements or Indian Settlement, in Manitoba, and succeeded in locating a number of Swampies there with the view of christianizing them, and the effort was so far successful that in a short time a mill was built, houses erected, small farms commenced and a few domestic cattle owned by them. It took some time and a good deal of patience on the part of the promoters of this scheme ere their efforts were crowned with success. But unfortunately, when the Indian settlement had become fairly established, the Swampies, after tasting of the benefits of civilization, became rather demoralized, and took very much to strong drink. At the present day the Indian settlement still exists, but its progress has not kept pace with that of other portions of the province.

The Sioux at one time laid claim to a part of the British North West, but having made themselves unpopular with the other tribes of Indians they were driven by them across the boundary line to American soil. It appears that the quarrel which resulted in the banishment of the Sioux was brought about in the first instance by the killing of a dog a Sioux having shot a canine belonging to another Indian. This brought on an altercation which resulted in the combining of the Saulteaux, Crees and Assiniboines to drive the Sioux out of the country.

Probably the most powerful tribes in the North West are, and have always been, the Crees and Blackfeet. Of the former, there are two distinct bands, the wood Indians, and those who live by hunting on the plains. The Blackfeet are and always have been plain Indians, and the Assiniboines, although now greatly reduced in numbers, were once a most powerful tribe, something similar in habits to the Sioux.

The *Saulteaux* and *Crees*, however, had never been very friendly, and probably, with the exception of the single instance when they united to drive out the *Sioux*, there had been always bad blood between the two tribes. The *Crees* were highly indignant that Lord Selkirk should have included the *Saulteaux* in his treaty, and for many years afterwards they threatened to withdraw from it unless the *Saulteaux* were discarded in the transaction. Indeed, in this connection the Scotch settlers for years were in constant dread that the *Crees* would commit some depredations to resent what was deemed an insult put on them by Lord Selkirk. No depredation, however, of any consequence was committed on this account, in fact it is notable that the Indians of the British North West have ever compared favourably with those of the United States in this respect, and we have no wholesale massacres or prolonged Indian wars to chronicle such as the Americans have experienced at the hands of their Savages. This is owing to the good treatment ever extended to the Indians by the Hudson Bay Company, and to the faithful performance of treaties and considerate management of Indian affairs by the Canadian Government.

During the time when the Hudson's Bay and North West Companies were opposing each other there is no doubt that an evil influence was exerted over the red men. Both parties supplied them liberally with liquor, and we find in the records of the time instances of dreadful orgies, caused by drunkenness, taking place for days in the vicinity of the trading-posts. Worse even than this, the Indians were frequently employed to make war and take sides with one Company against the other, and the only wonder is that when a union of fur interests took place they were able to manage the savage tribes as well as they did.

During the days of the Hudson's Bay Company the Indians lived a life of thorough freedom; the wood Indians hunted and trapped, and were ever able to dispose of their

furs at the Company's posts at fair prices. Indeed it was customary to give these Indians credit in advance of their hunt, and, to the credit of the Savage be it said, that he invariably paid his debt with the first catch of fur he made. The Hudson's Bay Company, moreover, were not only just but kind and considerate in their treatment of the Indians, so much so that the red men finally looked upon them as their protectors. It cannot be denied that the Canadian Government owe a great deal to the Hudson's Bay Company for the peaceful and orderly attitude of the Indian tribes ; for, had the savages been educated to a war-like mode of life in the early days, they would not have been so ready to accept the treaties of Canada or to live up to the performance of them. The great secret of Canada's success with her Indians is that they have been educated in the past to receive with confidence the promises of the Great Mother across the sea, through her agents. The success of all future dealings with the Indians will rest entirely on the due fulfilment of all such promises.

The plain Indians such as the Blackfeet, Assiniboines, and plain Crees, differed entirely in their mode of life from those who frequented the woods. Their habits were more of a roving character, the vast prairie was open to them, covered as it then was with immense herds of buffalo. As far as the eye could reach, day after day, as they travelled over the plains, they could see, as it were, one great field of luxuriant pasture, and as their horses trod beneath their feet the beautiful flowers of the prairie the air was scented with a delicious perfume. Here and there they would come across clear running brooks or picturesque lakes, with beautiful groves of trees dotted over the landscape. Then came the exciting chase, and afterwards the grateful feeling that an abundance of meat and drink was theirs. What more could these savage children of nature wish for ? But sometimes disease and death would come amongst them, sometimes through their own improvidence, starva-

tion would stalk through their midst, and it was then that the kindly offices of the Hudson's Bay Company's servants would be felt. Hungry mouths would be filled as far as the resources of the post would allow, medicines and clothes would be furnished, and the grateful Indians would feel themselves bound to their white brothers by the greatest of all ties, that of gratitude. How different was it south of the boundary line : there broken promises and unlimited trickery by dishonest agents drove the Indians to desperation, until massacres followed, and long, bloody, Indian wars ensued as a consequence. We have no such disturbances with our Indians to chronicle.

With the union of the fur companies the use of intoxicating drink was greatly curtailed, and the drunkenness amongst the tribes which we have already mentioned became a thing of the past. Still liquor was not altogether prohibited from being given to Indians, and a certain amount of debauchery was prevalent. It remained for the Canadian Government when they assumed control of the country to say that no intoxicating drink should be given to the red men, and for that wise and humane measure, that pledge of good behaviour on the part of the savage tribes, we are indebted to the administration of Sir John A. Macdonald.

While it is true that the Indian tribes frequently waged war on each other, it is nevertheless a fact that when the Hudson's Bay Company were prepared to hand over the North West to Canada they were at the same time in a position to say that they were at peace with the red men and that the Indians of the North West were so far friendly towards the whites that there would be no difficulty in treating favourably with them for the extinction of their title to the lands. This of itself formed a very important feature of the transfer of the country to Canada, and we will see hereafter how wisely the Canadian Government have followed up the good work commenced by the Hudson's Bay Company.

CHAPTER IV.

The first exploring expeditions—History of the early mail service in the North West—The Nor-Wester—The Sioux massacre—Expiration of the Hudson's Bay Co. license—Free Trade—Progress of Settlement—Indian Fur-trading—The Courts—Currency of the H. B. Co.—Freight transportation prior to 1870—Church Grants—Steamer International—Disorders in the settlement—Jail breaking, &c.—Commencement of the City of Winnipeg—First attempt to erect a telegraph line—Freemasons—The last Indian fight in the settlement—St. Johns College—Republic of Manitoba at Portage la Prairie—President Spence—A description of the country prior to its transfer to Canada.

IN 1857 the Canadian Government fitted out an exploring expedition under the charge of S. J. Dawson and Henry Youle Hind, M.A., for the purpose of penetrating the North West Territory and obtaining some definite information in regard to it. This step was probably taken under the impression that some immediate action would be recommended by the Imperial Government to bring about a transfer of the Country to Canada. As we will have occasion to refer hereafter to this exploration we will now only say that Mr. Dawson completed his labours in 1859, and in 1860 Professor Hind published the result of his inquiries in book form.

In 1858 the Canadian Government attempted to organize a mail service between Canada and Red River Settlement via Lake Superior, but in 1860 it was abandoned, having proved a failure.

The United States, however, succeeded better, for in 1857 they established postal communication with Pembina on the boundary line, and a carrier from the settlement

brought the mail from that place to Fort Garry. In 1853 a public mail service was organized by some settlers to connect once a month with Fort Ripley in Minnesota, then the most advanced of United States post offices, but previous to that time a mail was only received twice a year at the Red River Settlement, one via York Factory in summer and the other overland from Canada in winter. In 1862 the Americans ran a bi-weekly mail to Pembina, and the authorities in the settlement connected therewith once a week.

On the 28th December, 1859, the first newspaper was established in the settlement. It was called the "Nor' Wester," and was started by Messrs. Buckingham and Coldwell. In 1860 Mr. Buckingham sold out to a Mr. James Ross, who in turn resold in 1864 to Dr. Schultz, and that gentleman became in 1865 the sole proprietor, owing to the retirement of Mr. Coldwell. As Dr. Schultz was a bitter opponent of the Hudson Bay Company, the newspaper in question was made the medium, during his proprietorship, of sowing a good deal of discontent amongst the settlers and of raising considerable opposition and ill-feeling towards the Company.

Previous to 1862 settlements south of the boundary line were progressing rapidly in the direction of Red River, and a line of stage-coaches had even been established as far as Georgetown, but in that year the Americans received a dreadful check in their efforts to extend the benefits of civilization. Through the trickery and dishonest actions of agents, the Sioux Indians in Dakota and Minnesota, becoming dissatisfied with their treatment, suddenly rose against the whites, and a general massacre took place. This seriously interfered with the developement of the States for several years. The stage line between Fort Abercrombie and Georgetown was abandoned, and the settlers driven back for several hundred miles.

In 1859 the license expired which gave to the Hudson's

Bay Company "exclusive rights" in trade. Several traders, however, in the meantime had offered determined resistance to the Company, and had even defied them to prevent their trading operations, so that during the last few years of the license it was in reality a dead letter so far as adding any additional power to the Company's position.

Settlements along the banks of the Red and Assiniboine Rivers now increased year by year, and English as well as French Half Breeds soon began to rival the Scotch settlers in the art of agriculture, and the nucleus of a village was formed in the neighbourhood of Fort Garry. The Hudson's Bay Company also began to change their tactics towards the people, and endeavoured as far as possible to encourage the peace and prosperity of the settlement. At the same time they did all in their power to discourage the traders, but instead of using force, as they had been accustomed to do, they brought the power of capital to their aid to crush out competition. No expense was spared to follow the free traders to the very end in order to kill their trade with the Indians, and the latter knowing that, as a rule, they could get better prices from the Company, soon learned to hold on to their peltries for big figures. It was no uncommon thing for the savage hunters on the approach of a trader to hide their furs until it could be found out whether other buyers were close at hand. Cunning, however, as the Indians were in this respect, the traders generally managed to outwit them, and either by coaxing or by the use of ardent spirits they seldom failed in obtaining possession of the furs at their own figures.

On the plains it was more difficult for the Company to contend against the traders, most of them being buffalo hunters as well, and therefore it was found necessary to buy the robes second-hand when the brigades returned Spring and Fall from the hunt.

This state of affairs soon induced some of the settlers to open stores in opposition to the Company, and ere long

men from the United States and Canada found their way into the Red River country to compete for a share of the fur trade. The Hudson's Bay Company, however, had a great advantage over all others, inasmuch as they controlled the circulation of money in the settlement, and held in their hands the power of government and the administration of justice. The currency of the country at that time consisted chiefly of bills for five shillings and one pound sterling issued by the Company. This in itself, whilst it facilitated the operations of the Hudson's Bay Company, at the same time was a matter of great accommodation to the people. Those notes were redeemable at Fort Garry by a bill of exchange on London, England, and the traders wishing to make a payment abroad could do so without bank charges or inconvenience. Still the Company held the power of curtailing or otherwise regulating the currency, or of destroying it altogether if they wished. In the government of the country their influence decreased year by year, as the settlers began to realize that there was no real power to enforce the laws. The breaking of the jail on several occasions, and the defiance of law and order by men who were bitterly opposed to the Company, and who afterwards were allowed to go almost unpunished, served to weaken the moral character of the settlers as regarded obedience to the laws of the land.

In the administration of justice it was generally regarded by the people as a means of arbitration between disputants. So far as this went the courts did good service in healing many difficulties and paving the way for good understanding between neighbours, but, as a Court of Justice, it was ridiculed, and moreover looked upon as too much under the influence of the Hudson's Bay Company to be otherwise than one-sided. Still the Company endeavoured in every way to exert a fostering care over the settlement, and the settlers of all creeds and nationalities had much to be thankful for to them. The settlers themselves were of a

peaceful and law-abiding nature and easily managed, and although they frequently grumbled against their rulers, and on several occasions petitioned the Home authorities against them, they never of their own free will committed any acts of violence in support of their demands.

The power of the press is great everywhere, and the small newspaper to which we have already referred having taken sides against the Company, it became a means of sowing discontent amongst the settlers. A few fire-brands in a community can generally create a great deal of confusion, and it was so in this case, for the unceasing efforts of the newspaper and its friends had the effect of finally disturbing the whole peace of the settlement. The means used were not always fair, but the result was to cause many to turn their backs on the Company who otherwise might have lived contented for years under their sway. Towards the close of the Company's rule there was a great degree of freedom in the settlement; traders imported their own goods, as they liked, only paying a duty of 4 per cent. on the same to the Council of Assiniboia; furs were freely exchanged; there were no heavy taxes, no restraints, the only drawback being the absence of a proper market for agricultural produce, the Company and traders being able to take only a limited quantity.

At that time the traders had to cart their goods some six hundred miles or more over the prairie from St. Paul's, and although the Hudson's Bay Company had a steamer plying on the Red River between Georgetown and Fort Garry they never would carry other freight than that belonging to themselves. In matters of trade the Company endeavoured to be monopolists to the last. In matters where the welfare of the settlement was concerned they were frequently generous to a high degree. For the support of the Episcopal, Presbyterian and Roman Catholic Churches they donated large sums each year, and when the Methodists settled near Fort Garry the Company made them a

gift of a large plot of ground on which to build a church. If the people were ever in distress the Company generally were the first to come to their assistance, yet, notwithstanding this, about the year 1867, there was a very general feeling of uneasiness and discontent amongst a large number of the settlers, and the Hudson's Bay Company, having become discouraged and disgusted with the task of governing the country, were ripe for negotiations to hand over their charge to Canada.

We will now quote a few incidents between the years 1862 and 1868 to show the gradual progress of the settlement: On the 26th May, 1862, the Steamer "International" arrived on her first trip at Fort Garry. She was about 150 feet long, 30 broad, and her registered tonnage 133½ tons, but she only drew 42 inches in the water. About this time a party of Canadians arrived in the settlement, from which they made an overland trip to Cariboo in British Columbia for the purpose of gold mining. Lord Milton and Doctor Cheadle also arrived in Red River about the same time, and made their famous journey through the North West.

The Minnesota massacre of 1862 interfered for a time with the transport of goods and mails from St. Paul to the settlement, but in October of the same year it was partially restored.

In 1863 considerable excitement was raised in the colony by the arrest of Rev. G. O. Corbett on a charge of attempted abortion on a young girl whom he had seduced. Mr. Corbett had many friends in the settlement, and, as he was an opponent of the Hudson's Bay Company, it was thought by them that he was simply persecuted by the authorities. The result of the trial, however, was the condemnation of Mr. Corbett by a jury, and a sentence of six months' imprisonment. On the 20th April the jail was broken into and Corbett released by his friends. Then James Stewart, a schoolmaster, was arrested as one of the ringleaders, and

placed in jail, but in a few days he, too, was liberated. These acts tended greatly to destroy the influence of the Company in the administration of affairs, as they demonstrated the weakness of their government. In 1862 the present City of Winnipeg was commenced by McKenny & Co. erecting a store in the vicinity of Fort Garry, and in 1863 other buildings were added by people attracted to the spot through McKenny's enterprise.

In 1864 Dr. Rae passed through the settlement on a tour of exploration across the continent for the purpose of ascertaining the practicability of establishing a line of telegraphic communication through the British territory. The enterprise was never carried out to completion, although the Hudson's Bay Company imported tons of wire which they stored away at their posts and afterwards sold to the telegraph lines established after the transfer of the country to Canada.

The year 1864 was memorable for the establishment of the first lodge of Freemasons, which was called the "Northern Light Lodge," and also for the visit of a large body of Sioux Indians, composed of 350 lodges, and numbering in all about three thousands souls, who, however, on obtaining some provisions and presents from the Company, returned to the United States. In 1866 a small body of the Sioux refugees from the States, a part of the band which had participated in the massacre of 1862, visited Fort Garry, and as they were returning to Portage la Prairie, where their camp was, they were attacked by a number of Red Lake Indians about a mile from the fort. There were several of the Sioux killed and the rest fled. This was the last Indian fight in the neighbourhood of Red River settlement.

In the year 1866 St. John's College was established, an institution which at the present time is in a very flourishing condition. In 1867 Mr. Thomas Spence, now clerk of the Legislative Assembly of Manitoba, undertook, with

the assistance of a few others, to establish a Republic in the vicinity of Portage la Prairie in opposition to the Hudson's Bay Company. Mr. Spence was elected President, with a Mr. Finlay Wray as Secretary, and a Council to carry on the government. In the Spring of 1868, the President of this new Republic, Mr. Spence, footed it down to Fort Garry in order to pay an official visit to Governor McTavish of the Hudson's Bay Company. The latter, however, did not show that respect for his visitor which the high position of President ought to have entitled him to, whereupon Mr. Spence addressed a letter on the subject to the Secretary of State for foreign affairs, to which in course of time he received a reply, informing him that he was acting illegally and incurring grave responsibilities. This was sufficient for Mr. Spence, he abdicated and the Republic went out with a puff.

Having now enumerated a few of the more important incidents in the history of the Red River Settlement, we come to the time immediately preceding the transfer of the North West to Canada, but before narrating the circumstances attending that event, we will take a cursory view of the Red River Country as it was during the last days of the Hudson's Bay Company's sway. In the vicinity of Fort Garry the town of Winnipeg had grown to some dimensions, containing as it did then over thirty buildings. Of these, eight were stores, two saloons, two hotels, one a mill and another a church, and the rest were chiefly residences. The town could boast of an engine house, post office, and a small theatre, and at times, especially when the fur traders arrived from the plains, the vicinity of Winnipeg presented a very lively appearance indeed. Along the banks of the Red and Assiniboine rivers settlements had spread, and everywhere could be seen signs of comfort and prosperity. The cultivated portions of the farms along the rivers were small, but immediately back of them could be seen great herds of domestic cattle feeding on the

plains unherded and left to roam at will, feeding freely on the rich grass of the prairie.

Just before the harvest it was customary for the settlers to go "hay cutting," which they did by travelling over the prairie until they came to some desirable spot. They would then cut in a circle, and all the grass thus enclosed belonged to the party hay making. No one, by the acknowledged law of the land, could disturb him within that charmed circle. Then a busy scene commenced, the mowers (for the settlers had learned already to make use of agricultural machinery) were kept busy, and men, women and children might be seen actively engaged in the work of stacking the hay. During hay time the people lived in tents on the hay ground, and only returned to their houses when the work was finished.

Almost immediately after haying, harvesting commenced, and any one to have looked at the splendid fields of wheat, barley and oats which lined the roads along the settlement would surely have been impressed with the idea that it was a land of plenty. At that time there was no settler away from the river. The line of settlement skirted the Red and Assiniboine with the tidy farm houses, comfortable barns, well fenced fields of waving golden grain like a beautiful fringe to the immense plains of fertile soil, covered with verdant pasture, lying away to the West as far as the Rocky Mountains, and only awaiting the coming of the husbandman to turn it into a very paradise of beauty and a source of almost unlimited wealth. Such was the state of the Settlement in 1868, previous to the entry of the North West into Confederation.

CHAPTER V.

Early offers of capitalists to colonize the North-West if aided by grants of land—Negotiations between the Canadian and Imperial Governments—Disagreement between the shareholders of the Hudson's Bay Co. and the officers of the Fur trade—Discovery of gold in the Rocky Mountains—The Dawson route—Appointment of Hon. Wm. McDougall as Lieut.-Governor—Causes of dissatisfaction amongst the people—Hon. Mr. McDougall stopped at the boundary line—The rebellion and subsequent return of Mr. McDougall to Canada—Delegates sent to Ottawa—Settlement of the North West difficulties—The Manitoba Act and the Red River Expedition—Arrival of Governor Archibald.

NEGOTIATIONS for the opening up of the North West Territory to settlement had been going on between the Canadian and Imperial authorities for some time previous to the visit of Sir Geo. E. Cartier and Hon. Wm. McDougall to England. On the 16th August, 1865, Lord Monk forwarded copies of papers on the subject to Right Hon. E. Cardwell, Secretary of State; but while Canada was stirring herself in the matter others were not asleep as to the importance and value of the great North West. In 1858 a plan was submitted to Lord Stanley, then Secretary of State for the Colonies, for the purpose of opening communication with the Red River, in which it was proposed that a company should do the work with the aid of a land grant of forty million of acres in the neighborhood of the Saskatchewan River. It would seem from this that there were capitalists in those days who had some faith in the future of the North West. Then, again, in 1866, an application was made to Sir Edmund Head by one Alex. McEwen to know whether the Hudson's Bay Company were willing to dis-

pose of its cultivable territory to a party of Anglo-American capitalists, who would settle and colonize the same, etc., etc. A favourable reply was given by the Hudson's Bay Company to Mr. McEwen, but as the Canadian Government and the Imperial authorities had held a conference in 1865 on the subject of transferring the North West nothing could be done with Mr. McEwen's proposition, pending further negotiations with Canada.

This was the view taken by the Home authorities, but as Canada had taken no very decided action in the matter the Hudson's Bay Company protested against their hands being tied in this manner, and urged that the Canadian Government should come to some speedy decision. About that time there was a disagreement in the ranks of the Hudson's Bay Company, the shareholders being desirous of selling their charter, government and trade, to the highest bidder, whether British, Canadian, American or Russian, while the chief factors and the fur trade interest generally held that they had a right to be consulted in the matter. This disagreement resulted in a lengthy correspondence between the chief factors and the shareholders, but in the meantime the Canadian Government stepped in and, by a minute of Council dated 22d June, 1866, in which they foreshadowed a speedy union of the British North American Provinces, they asked the Imperial Government that, as one of the first duties of the Confederate Government would be to open negotiations with the Hudson's Bay Company, no portion of the territory be sold pending such negotiations. The Imperial authorities recognized the impossibility of Canada dealing with the question of the North West until such time as the Union of the Provinces had taken place and, therefore, in September, 1866, Lord Carnarvon decided the matter in the following words: "that no new arrangements relative to the Hudson's Bay Company are possible, pending the discussions on the proposed Confederation of the British North American Provinces." About this time private ad-

vices from officers of the Hudsons Bay Company reported the finding of gold on the Saskatchewan, and as an instance it was stated that one miner had shown \$250 worth, the result of a day or two's working. The want of provisions and means of communication with the district prevented the mining operations from being proceeded with to any extent at that time, but there is no doubt from recent explorations that great finds of gold will be discovered at an early day beyond Edmonton in the vicinity of Rocky Mountain House; and now that the Canadian Pacific Railway is to be pushed forward to the neighbourhood of that point there will be every facility for opening up the mineral resources of that part of the North West.

In 1867 Hon. Alexander Campbell, Canadian Commissioner of Crown Lands, gave instructions for the commencement of what was afterwards known as the famous Dawson Route, which was intended to form a line of communication between Lake Superior and Red River, but which has never been used to any great extent either for transport or travel, and at the present time is abandoned altogether.

We have already referred to the union of the British North American Provinces, the subsequent visit of the Canadian delegates to England on North West matters, the success of their mission, and the temporary Act passed for the government of the country. The next step was the appointment, on the 29th September, 1869, of Hon. Wm. McDougall, as Lieutenant Governor in and over the North West Territories.

The appointment of Mr. McDougall to the Governorship of the Territories before their actual transfer to Canada had taken place was in itself quite justifiable, but, unfortunately for that gentleman and for the peace of the country, there were influences at work in the settlement which threatened at one time to prevent a peaceful surrender of the country to Canada. One of the principal causes of complaint against the Hudson's Bay Company which

the Nor' Wester and its friends agitated so strongly was the absence of proper popular representation at their Council board in the settlement. The temporary Act for the government of the country passed by Canada did not provide for popular representation, but left the Council to be appointed by the Governor-in-Council of Canada. Inasmuch as the Act was only of a temporary nature, it was a perfectly proper one, but the action of unauthorized parties from Canada in the settlement previous to that time, gave rise to an idea amongst many that fair play would not be given to the natives of the country, and that Canadians would take the place more of rulers than friends. Another, and to them a very important matter, occupied the minds of a large section of the people, viz : their rights to the lands which had not been apparently respected, especially as it was held by them that they ought to receive some consideration, as well as the Company, in the transfer of the country to Canada. Meetings were held amongst the French Half-Breeds, previous to the coming of Hon. Wm. McDougall, and on that gentleman's arrival he found himself stopped at the boundary line and denied admittance to the territory.

We have not space to enumerate all the unfortunate events of that time, but will refer in as concise a form as possible to the principal features of what is termed the Red River Rebellion.

The transfer of the North West was fixed to take place on or about the 1st December, 1870, but the Hon. Wm. McDougall, owing to the difficulty of travelling over the prairie at that season of the year, and wishing probably to gain some knowledge of the country before he took the reins of office, started ahead of time with the understanding that on the transfer of the country to Canada a "Queen's Proclamation" would be issued which would empower him to assume the governorship of the North West on and after a date to be named therein. As it happened, the

troubles which arose in the settlement justified the Canadian Government in postponing the completion of the bargain with the Hudson's Bay Company, a fact, however, which Mr. McDougall did not ascertain until too late.

This naturally placed the latter gentleman in a very awkward position, when on 1st December he issued a proclamation announcing himself as Lieutenant Governor of the country, when in point of fact it was still under the sway of the Hudson's Bay Company. Either Mr. McDougall misunderstood his instructions from Ottawa, or he was under a false impression in regard to the feelings of a large portion of the people in Red River, when he issued his proclamation. Had matters even stopped at that point, no great harm would have been done, but, unfortunately, other manifestoes were issued which had the effect of still more complicating matters, until finally the settlement was thrown into a state of utter confusion.

On the 18th December, Mr. McDougall left Pembina, on his return to Canada, having abandoned the attempt to take possession of the country, and now we will give a *résumé* of the difficulties which stood in the way of a peaceful surrender of the territory to Canada.

The temporary act of government was a proper measure, and had there not been unwise influences at work in Red River it would have been accepted in its temporary character by the people with confidence that the Canadian Government would act fairly afterwards in the premises.

The acts of certain unauthorized parties in the settlement destroyed the confidence of a large portion of the people in the good intentions of Canada. When this state of affairs was discovered, it was only right for the Canadian Government to postpone the completion of the bargain with the Company pending a peaceful solution of the affair. Had Hon. Mr. McDougall acted in conformity with his instructions, and remained inactive until such time as he became properly empowered to proceed, there would

have been probably none of the troubles which afterwards arose, and a peaceful and satisfactory solution could have been arrived at in time. As it was, the people in the settlement became divided amongst themselves, anarchy and confusion reigned, bitter animosities were engendered which took years to heal, valuable lives were sacrificed to the passions of the people, and altogether a deplorable state of affairs existed for many long weary months. Thank God, these animosities and bitter prejudices engendered at that time have long since died out, and now the settlers of all classes, creeds and nationalities live in perfect harmony and good will towards each other.

The settlement continued in a state of chaos until about the 23rd March, when two delegates, Rev. Mr. Ritchot and Alfred H. Scott, left for Ottawa, with instructions to come to an understanding if possible with the Canadian Government. They were furnished with a "bill of rights" to present to the Ottawa authorities, and on their departure a feeling of hope took place amongst the settlers that an end to the difficulties was close at hand. A provisional Government, with Louis Riel as President, had in the meantime been formed, a code of laws framed, and for a time matters assumed once more, at least outwardly, a peaceful appearance in Red River. While the delegates were in Ottawa, the Manitoba Act passed and was assented to on the 12th May, 1870, and on the return of Father Ritchot to Red River the terms laid down by Canada were accepted by the provisional Government. The Act defined the boundaries of the new province, and provided for the reservation of 1,400,000 acres of land within said boundaries for the benefit of the families of Half-Breed residents. It gave popular representation to the settlers, and, while providing for a regular form of government in the province, gave the people the right to elect four members for the Commons of Canada, and entitled them to two representatives in the Senate.

The wisdom of having made the boundaries of Manitoba so limited has been frequently questioned, but when the circumstances of the case are considered, the foresight of Sir John A. Macdonald and his colleagues will be seen.

A demand was made for an apportionment of certain lands for the benefit of the Half-Breeds, and while Sir John A. Macdonald expressed his willingness to accede to it, he at the same time saw the advisability of curtailing the grants thus made into as small a compass as possible, so as not to interfere with the future settlement of the North West. Now that the Half-Breed grants have been satisfied, however, the time has come for the extension of the boundaries of the province, a measure which is about to be carried out, and to which we will have occasion to refer hereafter.

It was deemed advisable, on account of the disturbances which had taken place, that troops should be sent to establish the government of Canada on a firm footing in the North West, and accordingly Col. G. J. Wolseley was given command of an expedition composed of a detachment of the 60th Rifles and two regiments of Canadian volunteers, which force arrived in Red River on the 24th August, 1870. Colonel Wolseley had previously issued a circular proclaiming the good intentions of the troops, so that when they arrived they were welcomed by all classes of the people. Riel and a few of the principal leaders in the Rebellion fled, and while it took some time for the excitement which had been engendered in the country by him and his immediate followers, still a gradual feeling of peace and security took place amongst the people.

The North West Territory was duly transferred to Canada, and the Hon. Adams G. Archibald, having been appointed Lieutenant Governor of Manitoba and the North West Territories, arrived at Fort Garry soon after Col. Wolseley, and on his assuming the reins of government North Western Canada took its first decided step in the march of progress.

CHAPTER VI.

The contemplated Canada Pacific Railway—Admission of British Columbia—The extinguishment of the Indian title—Indian Treaties Nos. 1, 2, 3, 4, 5, 6, with a description of each one. The Indians of the North West in 1880.—Indian Treaty-making—The wise and considerate treatment of Indians by the Macdonald and Mackenzie Administrations—The Mounted Police—Indian Farm Instructors—Superior treatment of Indians by the Canadian Government over that of the United States—The Inspector of Indian Agencies.

THE North West Territory having become a part of the great Confederation of Canada, our Dominion, by its acquisition, was assuredly paving the way for a magnificent future.

The great statesman, Sir John A. Macdonald, and his colleagues who had laid the foundation of Union in British America were beginning to see their fabric assume the gigantic proportions which they so much desired. Confederation was, however, still far from complete, and the promoters of the grand scheme realized that, having got as far as the Rocky Mountains, they could not halt until they reached the Pacific Coast. Once there, however, they foresaw that some bond of union must exist between the provinces on the Atlantic side and British Columbia on the Pacific. The scheme of a railway across the continent, although only brought forward at the time of the entrance of British Columbia into the Union, was doubtless one of the important features considered from the inception of Confederation.

On the 28th March, 1871, when Sir George E. Cartier moved the British Columbia resolutions in the House of Commons, they embodied the construction of a railway

from the Atlantic to the Pacific. The Canadian Government, however, were aware that, before they could proceed to build that line of railway, or hope to successfully develop the great country they had become possessed of, it would be necessary to extinguish the Indian title to the land in order to gain the friendship of the savage tribes along the route. They foresaw that, unless treaties were made with the Indians and a proper management of Indian affairs inaugurated, the settlement and development of the country would be jeopardized. Under these circumstances no time was lost by the Government. In 1871, therefore, Mr. Wemyss McKenzie Simpson was appointed Indian Commissioner, and at once proceeded to Manitoba in the discharge of his duties. Acting in conjunction with Lieut.-Governor Archibald Mr. Simpson issued proclamations calling a meeting of the Indians of the Province to assemble at the Stone Fort on 24th July, 1871, but a postponement took place till the 27th, owing to the non-arrival of some Indians who were on their way to participate in the negotiations. On the 3rd of August, after considerable discussion, a treaty was concluded which provided for the reservation of lands sufficient to give each family of five persons 160 acres. The maintenance of schools, and the prohibition of the sale of intoxicating liquors were also clauses in the treaty, and, finally, the payment of an annuity of three dollars per head was agreed to. On the 21st August, Mr. Simpson and Governor Archibald, accompanied by a few gentlemen acquainted with the Indian character, met the Indians at Manitoba Post, and a second treaty, similar in its provisions to the first, was concluded.

By these two treaties Canada acquired the extinguishment of the Indian title in Manitoba and in a tract of country fully equal in resources beyond it. Previous to the treaties just mentioned, Mr. Simpson, acting on a joint commission with S. J. Dawson and W. J. Pether, met the Ojibbeway Indians on the 11th July, at Fort Francis,

but nothing definite resulted from that meeting. The Commissioners, however, explained fully the proposals of the Government, and asked the Indians to meet them the succeeding summer, in order to come to an arrangement; but in 1872 the Ojibbeways were not prepared to enter into a treaty, and it was not till September, 1873, that they agreed to come to terms with the Canadian Government.

The Hon. Adams Archibald had in the meantime resigned his position as Lieut.-Governor of Manitoba, and been succeeded by Hon. Alex. Morris. The latter gentleman, therefore, assisted by Lieut.-Col. Provencher and Mr. Dawson, concluded the treaty with the Ojibbeways, in 1873. This treaty, which took place at the North West Angle of the Lake of the Woods, was one of great importance, inasmuch as it shaped the terms of all the treaties since made with the Indians in the North West Territories.

The territory covered by this treaty embraced 55,000 square miles, and the number of Indians participating in its provisions was estimated at 14,000 souls.

In 1874 the fourth Indian treaty was concluded with a portion of the Cree and Saulteaux tribes, and under its operations about 75,000 square miles of Territory were surrendered.

Lieut.-Governor Morris, in conjunction with Hon. David Laird, then Minister of Interior, and now Lieut.-Governor of the North West Territories, and Hon. W. J. Christie, a retired factor of the Hudson's Bay Company, were the gentlemen who had charge of the negotiations, and great credit is due them for the skill and patience with which they managed the Indians on that occasion. Over five hundred lodges were congregated at this treaty, and a good deal of trouble was experienced by the commissioners in bringing the several bands to accept the terms laid down.

On the 15th September, however, both the Saulteaux and the Crees agreed to accept the same terms as those at the North West Angle the preceding year. The conference

between the commissioners and the Indians lasted altogether six days, and at one time, owing to a difference of opinion between the two tribes, it seemed as if no satisfactory arrangement could be effected, but the firmness of Lieut.-Governor Morris and the gentlemen acting with him finally carried the day.

We now come to a point where the fairness and justice of the Canadian Government in their dealings with the Indians will be shewn. It will be remembered that treaties No. 1 and 2 provided for the payment of an annuity of three dollars to each Indian now, the subsequent treaties stipulated for five dollars, and, therefore, in order to put all the tribes on an equal footing, the Government undertook to raise Nos. 1 and 2 to the same cash terms as the others. Besides this there were some verbal promises given at the two first meetings with the Indians which were not included in the written text of the treaties and on their being discovered satisfactory arrangements were at once made with regard to them. From the very first, therefore, the Canadian authorities endeavoured to win the confidence of the red men by keeping faith with them. The fifth treaty made with the Indians in the North West covered an area of about 100,000 square miles, which was inhabited by the Chippewas and Swampy Crees. It is known as the Winnipeg Treaty, as it included in its provisions the Indians living on the borders of the Lake bearing that name.

Lieut.-Governor Morris was again intrusted with the work, and in this case he was assisted by the late Hon. James McKay, a Scotch Half-Breed, whose thorough knowledge of the Indian character and great influence over the tribes made his services invaluable.

The Winnipeg Treaty, although negotiations were commenced with the Indians in September, 1875, was not completed until the following year. A number of meetings were held, owing to the numerous bands to be visited, and although Lieut.-Governor Morris commenced the

negotiations, the work of completion had to be left in the hands of subordinates, owing to his presence being resigned at Treaty No. 6.

The terms of Treaty No. 5 were identical with those of Nos. 3 and 4, except that a smaller quantity of land was granted to each family, being one hundred and sixty or, in some cases, one hundred acres to each family of five, while under Treaties Nos. 3 and 4 the quantity of land allowed was six hundred and forty acres to each such family.

As will be seen, these treaties followed each other in quick succession, showing a desire on the part of the Canadian Government not only to secure the pioneer settlers from disturbance, but also to satisfy the Indians that the white man came amongst them as a friend and not as a foe. It was readily understood by the authorities at Ottawa that the news of the treaties then completed would be certain to reach the ears of the other Indians living in the country, and that therefore it was desirable to bring all the tribes of the North-West as quickly as possible under treaty obligations.

In 1876 Treaty No. 6 was concluded, embracing an area of 120,000 square miles, inhabited by the great Cree Nation. On the 23d of August the Plain and Wood Crees were satisfactorily treated with, and the 28th of the same month, the Willow Crees accepted the terms proposed by the Commissioners.

To show how necessary the treaties were at that time, we may state that, previous to the making of No. 6, there was a feeling of discontent and uneasiness amongst the Indians of the Saskatchewan, owing to the appearance of parties amongst them sent there to make the surveys of a line for the Pacific Railway and also a geological survey. But the completion of the treaties dispelled all such feelings amongst the savages, nor have they offered any objection since then to the presence of whites amongst them. Treaty No. 6 was the last one effected by Lieutenant-

Governor Morris, and in it he was assisted by Hon. Messrs. McKay and Christie, both men of influence amongst the tribes, and thoroughly familiar with the Indian character.

The only Indians now remaining to be treated, with the exception of a few scattered bands in the extreme northern districts, were the Blackfeet, who occupied an area of country amounting to 35,000 square miles, and numbered about 5000 souls. In 1876 Father Scollen addressed a letter from Fort Pitt to the Lieutenant-Governor of Manitoba, setting forth reasons why the Blackfeet should be treated with as soon as possible. He detailed how the tribe had once been a numerous and powerful one, but that, through the evil influence of liquor supplied by the American traders from across the boundary line, the Indians had become poor and miserable. He paid a high tribute to the good effect produced by the Mounted Police having put an end to the whiskey traffic, and stated that under their supervision, the Blackfeet were not only becoming more prosperous but that they were expecting to have a mutual understanding with the Canadian Government. In 1877, therefore, Lieut.-Governor Laird was commissioned to treat with the Blackfeet, and that gentleman, assisted by Col. McLeod, succeeded, on the 28th September, in concluding arrangements with these Indians.

Thus, in little more than six years, the Canadian Government had, in a most satisfactory manner, obtained from the Indians of the North West a relinquishment in all the great region from Lake Superior to the foot of the Rocky Mountains of all their right and title to the lands, saving some reservations for their own use. There are several notable features in all the treaties. They provide for the exclusion of the sale of spirits or firewater on the reserves they provide for the establishment of schools for the instruction of the Indian children; and, finally, they arrange for the giving of implements, oxen and cattle, and seed grain to the tribes, so as to induce them to follow agricultural pursuits, or undertake the rearing of stock.

According to the latest reports the Indians included in the seven treaties will number 29,027 souls, and the Indians from the Atlantic to the Rocky Mountains in all over 68,000.

The Indians in British Columbia are estimated at over 35,000, so that Canada has under her charge at least 103,000 of an Indian population during the present time.

It is most interesting to follow all the details of treaty-making with Indians, to note the terse but expressive sayings of the Chiefs, the eloquent manner in which sometimes they plead the cause of their tribes, and the puzzling difficulties raised by the cunning of the savages which the Commissioners are frequently called upon to overcome. It is no easy matter to conclude a satisfactory treaty, and requires great skill, good judgment, and a large amount of patience on the part of those entrusted with the work. The gentlemen selected by the Canadian Government to act as Indian Commissioners were eminently fitted for the duties assigned to them, and, as a proof of this, the treaties which they concluded are as satisfactory to the Indians at the present time as they were when first effected.

The making of treaties is a very important matter as we have endeavoured to show, but of still more importance is the keeping of them inviolate.

The American Government has made many treaties with their Indians, only to break faith with them afterwards, and, as a consequence, even to-day there is not that security to settlers living in an Indian country within the boundaries of the United States as there is in every part of the Dominion of Canada.

Canada has had no Indian wars to desolate whole sections of country such as the Americans have had, and are still liable to have. Canada never will have an Indian war so long as she continues the course she is now doing towards the red man.

While the administration of Sir John A. Macdonald

inaugurated a system for dealing with the Indian tribes, and by wise measures led the way for a proper understanding with them, the succeeding Government of Hon. Alex. Mackenzie showed equal wisdom in following out the good work commenced by their predecessors.

Sir John A. Macdonald paved the way in the making of treaties—he provided for the exclusion of the liquor traffic in the North West Territories, and he organized the Mounted Police Force, to serve not only as a mediatory power between the white man and the Indians, but also as a protection to the latter against the inroads and evil influence of the liquor dealers from the United States. The McKenzie Government followed up the work of completing treaties, and endeavoured in every way to keep faith with the tribes. The present Indian Department has taken a step further by endeavouring to educate the red men to a civilized mode of life ; farm instructors have been sent amongst them to teach them how to till the soil ; implements and cattle have been given them ; and when, through the absence of buffalo and other causes, starvation threatened the tribes, the Canadian Government, with commendable forethought and care, stepped in and fed them. It matters not, therefore, which political party is in power in Canada, the Indians of the North West will ever be well treated. Settlers may locate anywhere in perfect security within our Dominion, and capitalists need have no fear that their investments will be molested or destroyed in Canada through Indian raids. This of itself is one feature to commend the Canadian North West to the attention of emigrants, and to the good opinion of moneyed men abroad.

We cannot close this chapter without referring to a part of the system at present adopted by the Indian Department of Canada. An Inspector is appointed who acts independently of the agents, and whose duties are to visit the different tribes and ascertain how they are pro-

gressing. He makes periodical trips, during which he inspects the provisions, agricultural implements, cattle, and other supplies furnished the Indians ; he examines into the state of their schools, and ascertains whether they have received proper treatment at the hands of the agents.

This Inspector watches over the Indians in the district with a fatherly care ; he hears their complaints if they have any to make ; he reasons them out of extravagant demands or expectations, and endeavours to point out to them the provisions of the treaties in their true light. If the Indians show just reason to complain of any part of their treatment it is the duty of the Inspector to report the same to the Department.

No agent under this system can practice trickery, no ill-usage of Indians can continue. The Inspector is the mediator between the white man and the red, the protector of the Indian, and at the same time the custodian of the honourable intentions of Canada towards her Indians. It is of course a matter of great importance in this system that the Inspector should be a thoroughly trustworthy man, a man of judgment, fair and upright in his dealings, and an impartial judge. The Canadian Government have been, however, fortunate, with very few exceptions, in having selected the best men for posts of trust in the Indian country. This of itself is of great importance, as the history of Indian affairs in the United States has shown that the unworthiness of the agents and other officers has been the means of causing a great amount of trouble, resulting frequently in the shedding of blood and destruction of property by the discontented Indians. The extinguishment of the Indian title to the lands in the North West which we have endeavoured to describe was the second great step taken by the Dominion of Canada in the march of progress as affecting the Canadian North West.

CHAPTER VII.

The Canadian Pacific Railway—The efforts of the Macdonald Government to push forward the work—Opposition to the scheme—Unpatriotic action of the Obstructionists—The Allan Charter—Exploratory Surveys—Refusal of British Capitalists to aid the work owing to the representations of Canadian statesmen decrying the scheme—Struggle of the Macdonald Government with the opponents of the railway scheme.—The abandonment of the Charter by the Allan Co., and resignation of Sir John A. Macdonald—The Mackenzie Government—Canada suffers a period of retrogression—A new railway policy—The water stretches—St. Francis Locks—Pembina Branch—Trouble with British Columbia—Steel rails—Telegraph line—Piece-meal policy of construction—Injury to the character of our national line—Bankruptcy of the country—The result of seven years work on the Pacific Railway—Sir John A. Macdonald once more in power—A more active railway policy—Land reservation for railway purposes—Opening up of the Prairie section—A new era of prosperity commenced—Announcement of the Syndicate.

WE now return to the time when the construction of the Canadian Pacific Railway first began to attract the attention of the public mind in Canada. In 1871, British Columbia having expressed a desire to enter Confederation, Sir George E. Cartier moved a set of resolutions in the Canadian House of Commons which provided for the admission of the Province on the Pacific Coast, and, amongst other things, stipulated for the building of a railway across the Continent of British America. The chief objection raised in Parliament at that time against the proposed undertaking was the great burden it might lay upon the people to meet the cost of construction. The time specified for the completion of the railway (ten years) was considered too short, and likely to press too heavily on the resources of the

Dominion. Sir John A. Macdonald and his colleagues, however, were fully alive to the difficulties that were before them. They knew very well that to make the work a Government undertaking, would be to arouse the opposition of the older provinces for fear that they would have to bear the brunt of taxation to raise the necessary funds to go on with it. They were fully alive to the fact that, unless it could be taken out of their hands, it would prove a source of endless annoyance and trouble to their administration of public affairs. They therefore laid it down as part of their programme that the railway would be built by a company of capitalists whom the Government would aid by a money subsidy and certain grants of lands. The estimated cost of the whole line was, in the first instance, about one hundred million dollars, and when it is considered that there are three hundred million acres of valuable land in the North West on which to raise the necessary funds to aid the construction of the road, it must be apparent that Sir John A. Macdonald was not attempting an impossibility when he projected the Canadian Pacific Railway. Had his hands been left free to work out his grand scheme, Canada, it is true, would not have had so much land to sell to-day, but she would have been possessed of a great national railway, a largely increased population adding to the revenue and wealth of the country, and a much heavier demand for the manufactures of the eastern provinces, than she has at present. Unfortunately, however, there were men in Parliament who apparently did not appreciate the resources of the North West at their proper value, who did not seem to understand that the lands were more than sufficient to build the railway, but who, while admitting the advisability of building the road, chose to put obstacles in the way of its construction through a desire which was only too apparent of making it a political question on which they hoped to gain power by appealing to the natural feeling of a people, "a dread of taxation." From a party stand-

point this appeal was well devised, the North West with its vast resources was not so well known as it is to-day, and it was hard to convince the public that a hundred million road could be built without a drain on the public purse; but when we regard the opposition of these men in Parliament from a patriotic point of view, we can but think that either they were willing to sacrifice the future welfare of their country for their own personal advantage, or else they were not possessed of that foresight in public affairs which true statesmen should have who pretend to wield the destinies of a country. Sir John A. Macdonald, as we have already stated, knew that one of the great obstacles to the carrying out of his scheme would be the dread of the people that it might increase taxation.

He probably expected his opponents to bring up this argument against him, for we find that just before the prorogation of Parliament in 1871, Sir George E. Cartier moved that the Canada Pacific should be built and worked by private enterprise and not by Government, and that such grants of land and such subsidy of money or other aid should be given to aid the enterprise, as would not unduly press on the resources of the Dominion. This to a certain degree check-mated the opposition, but there was still a vague fear in the public mind that the undertaking would prove to be a drag on the Dominion because it was not then so generally known as it is now, that the lands of the North West would be more than sufficient to recoup the exchequer for the money aid rendered to the railway. In 1872, charters were granted to two companies for the purpose of building and running the road, but an attempt to amalgamate these organizations having proved unsuccessful, it was deemed desirable to form a company under a royal charter, in which would be represented the several provinces of the Dominion. This, then, was the state of affairs previous to the general election of 1872, and as the Government of Sir John A. Macdonald was then sustained,

it was evident the arrangements of the opposition members against the railway scheme had not met with that success with the people which they expected. In the meantime, however, the Canadian Government had undertaken to commence the survey of the line, for, in 1871, explorations were made not only on the Pacific end of the route, but also from Fort Garry to the Rocky Mountains, and from the Ottawa River, along the shores of Lakes Superior and Huron, to the Red River. Exploratory surveys were also continued in 1873, but while these were going on, events of an exciting nature were taking place at Ottawa which were destined to alter the whole policy of the Canadian Government in connection with the Pacific Railway.

The opponents of the Macdonald Government in 1872 having failed to carry the elections, now sought to attack the Royal Charter and the Company to whom it was granted. So far did this go that it is well known every effort was made in financial circles abroad to decry the scheme, and prevent the necessary funds from being raised. This in connection with the statements of public men made in the Canadian Parliament that the country did not require the road, that a "*cart track*" to the Rocky Mountains would suffice for years to come, had a tendency to deter capitalists from risking their money in a venture which was described in such doubtful terms by Canadian public men. In Canada the fact of the Government having received assistance in the recent elections from the holders of the Pacific Charter was seized upon with eagerness, and an attempt made to show collusion between the contractors and the members of the Government.

The only collusion shown, however, was a deep anxiety on the part of Sir John A. Macdonald to carry out the scheme which he so well knew was for the good of his country. The cry of "new burdens on the people" had to be fought—the battle had to be won against the public prejudices aroused by his opponents, or the great plan of

confederation would be arrested in its very infancy. The failure of the Pacific Company in its financial arrangements abroad, the crisis brought on at home, finally decided Sir John A. MacDonald and his Ministry to resign, which they did on the 5th November, 1873, a day which will ever be memorable in the history of the Dominion as one on which Canada commenced a period of retrogression which lasted for over five years. The Royal Charter, in 1872, provided for a land grant of fifty million acres and a subsidy of thirty million dollars, to be paid the Company at intervals in proportion as the railway was proceeded with. The security to remain in the hands of the Government, for the due fulfilment of the work, was one million dollars, and the railway was to be completed in ten years as follows:—To the boundary of the United States by the 31st of December, 1874; from Red River to Lake Superior by 31st December, 1876, and the whole line by the 20th July 1881. So that had these obstructionists in the Parliament of Canada not stepped in to defeat the scheme, we would have had a railway across the British American Continent in running order next July. Had capitalists abroad been encouraged to invest their money amongst us, had men of all shades of politics united to promote the great national work, how different would our Dominion be to-day in point of population, wealth and influence. When Canadian politicians, however, made the Pacific Railway a battle-ground for power, that moment its success as a financial enterprise fell to the ground, and now that there is a prospect after many weary years of delay that it is once more to shake off the shackles of political intrigue, the people of Canada can look forward with hope to the success of the undertaking with which the future welfare of their country is so intimately connected.

Hon. Alex. McKenzie having formed his Government in 1872, chose to appeal to the country on the new railway policy, which he proposed to adopt.

Accordingly, in 1873, a General Election took place in which the new Administration was sustained. By this time the necessity for the construction of the Pacific Railway was beginning to be felt throughout Canada, and the new Government found themselves compelled to make certain promises in regard to it. They, however, fell into the very error which Sir John A. MacDonald sought to avoid. They proposed building it as a Government work, and at the same time threw out the sop that it would only be constructed as the resources of the country would permit. Hon. Mr. Mackenzie commenced his career by announcing his celebrated "water stretches" policy, which was only one point in advance of his "cart track" theory, and which in point of fact was striking a backhanded blow at the scheme of a Canadian Pacific Railway in its entirety.

Amongst other things the policy of the Mackenzie Government proposed breaking the terms made with British Columbia, which of itself created no small stir in that province, and caused Hon. Mr. Mackenzie and his Cabinet an endless amount of trouble. It now seemed as if the desire of the new Government was simply to undo all that had been done by their predecessors. Large sums of money were expended for the purpose of locating a new line across the continent, the whole cost of survey up to 1877 amounting to over three million dollars.

The water stretches were utilized by erecting costly locks which have since gone to decay, building of steamers which never proved of any real service, and which are now being sold for what they can bring. The road to the American boundary was graded, but remained in that condition unused. Sections of the railway from Selkirk to Rat Portage, 114 miles, and from Fort William to English River, 113, were built. 50,000 tons of steel rails were purchased, as afterwards discovered, at a loss to the country, and a telegraph line to the vicinity of the Rocky Mountains was constructed. This was about the amount

of work done during the period of seven years, for which the country paid over fourteen millions of dollars. Sanford Fleming, Esq., the late Engineer-in-Chief of the Pacific Railway, estimates the whole cost of the line, including light equipment, from Lake Superior to the Pacific coast, a distance of 1956 miles, at sixty million dollars. Yet during nearly six years of the Mackenzie Government, under their piece-meal system, there were only 227 miles of road built, which, including the steel rails and telegraph line already mentioned, caused an outlay of fourteen millions, or one fifth of the estimated cost of nearly two thousand miles of road. This was easing the burdens of the people with a vengeance, and was certainly giving the public very little in return for their money. The worst feature, however, in this incompetency of the Government was that it was bringing our great national work into disrepute abroad as well as at home.

The arguments used against the road in the first place by the members of the Mackenzie Government before they took office, in order to weaken the hands of Sir John A. MacDonald, told with two-fold force when their own inability to cope with the work became so apparent. Although due simply to the incompetency of the Government, the tardy prosecution of the railway was credited more to the difficulty of construction supposed to exist along the route than to the real cause. Added to the evident inability of the Mackenzie Administration to cope with the Pacific Railway question, there came an almost utter stagnation of business throughout the Dominion.

This was caused chiefly by the absence of protection to our industries against the unfair encroachment of American manufacturers, an immense surplus of American goods being thrown year after year into our country until our manufactories were obliged to close one by one. Lack of employment and over-burdened markets soon had the effect of bringing about a state of bankruptcy, and the

Government would not make a single move to ease this state of affairs, but actually in the face of it chose to squander fourteen millions of money. They predicted "a burden for the people" when opposing the Macdonald Government; they, however, created not only "a burden for the people" but also one for themselves, while they were in power, and they tumbled down under the load. The General Elections of 1878 placed the Right Hon. Sir John A. Macdonald once more at the head of affairs, and a more energetic policy, in regard to the Pacific Railway, was at once inaugurated. Just previous to the elections which resulted in their defeat, the Mackenzie Administration tacitly acknowledged to the country the wisdom of Sir John A. Macdonald's Railway Policy, by advertising at home and abroad for tender for the construction and running of the Canadian Pacific. After having attempted for more than five years to build the road as a government work, the opponents of Sir John A. Macdonald were forced to admit that they were not equal to the work. It was discovered, however, afterwards that the Government at that time did not receive a single tender from capitalists, nor is this to be wondered at when the very men composing that Government had done so much to traduce and injure the Canada Pacific from its commencement.

With the accession of Sir John A. Macdonald to power, a new era seemed to dawn on the Dominion of Canada. Under a protective tariff, home industries began to flourish, and the attention of the Government was given earnestly to the development and settlement of the North West. The connecting link of the Canada Pacific between English River and Rat Portage was at once put under contract, and the Pembina Branch completed and put in running order, giving the Province of Manitoba for the first time railway communication with the East. On the Pacific end of the line contracts were let for the construction of the road from Yale to Kamloops, a distance of 127 miles.

While, however, new energy was being put into the work by the Government, they did not lose sight of the original plan of Sir John A. Macdonald to transfer the building of the road, and also the running of it, to a private company.

Belts of land extending one hundred and ten miles on each side of the Pacific Railway, west of Red River, were set apart for railway purposes, and Sir John A. Macdonald and Sir Charles Tupper proceeded to England to negotiate with capitalists for the construction of the line. But, unfortunately, the sad accounts which had been circulated so freely in connection with the Pacific Railway were not to be easily overcome, and the two Ministers were obliged to return to Canada without having been able to effect any arrangements.

The Government, however, continued to push forward the construction of the railway as quickly as possible. The route laid down by Hon. Mr. Mackenzie, which passed to the north of Lake Manitoba, and which would have left a large area of the most fertile land in the North West without railway facilities, was changed to a more southern direction. This alteration in the proposed route indicated, that it was the policy of the Government to use the railway for the purpose of settling the country as fast as possible.

While so much time had been frittered away in surveys and in building unconnecting links of the road, the vast prairie region remained untouched, and the only wonder is that it has settled up as quickly as it has done. The Government saw the necessity of opening up railway communication with the Fertile Belt, and ere long had 200 miles west of Red River under contract, and at the present time there is about 60 miles of the road completed.

The policy of the Government seemed to be to open up the vast prairie region as fast as it could be done, and the soundness of their views in this respect will be seen later on.

Matters stood in this shape when the public were gratified to hear that the contract had been entered into between the Government and a company of capitalists for the construction of the Canadian Pacific Railway. The part lying between Red River and the Rocky Mountains to be finished in three years, the whole line to be completed in ten.

With this announcement it seemed as if the great Canadian North West was about to free itself from swaddling clothes, and take one most important stride towards the glorious future which assuredly awaits it.

CHAPTER VIII.

Progress in the North West—System of survey—Mode of dealing with the H. B. C. lands, &c.—Progress of surveys—James J. Hill of St. Paul—His first venture on the Red River—Steamer Selkirk—Progress of Winnipeg—Stage line discontinued—Extension of Postal facilities—Telegraphic communication with the East opened—The first messages—First meeting of Local Parliament—Agricultural and Educational matters—The Press—Religious institutions—Increase in the wealth and population of Manitoba—Progress made in settlement.

WE must again retrace our steps to the time immediately following the transfer of the North West to Canada in order to note the progress of settlement in the country. We have already shown how the Dominion Government provided for the extinguishment of the Indian title, and also the steps taken to give the new territory railway facilities. While these important measures were being proceeded with, the Government at the same time were giving due attention to other matters immediately connected with the development of the North West.

It was felt in the first place that some system would have to be adopted by which a satisfactory settlement of the Hudson's Bay Company land question could be dealt with. It was seen that the original plan by which the Company were to select their lands by lot would give rise to an endless amount of trouble, and probably be the means of retarding settlement in the country. It was necessary therefore to decide upon some more definite line of action by which the Hudson's Bay Company lands could be known, and therefore protected from squatters' claims. It was also necessary to lay out a system of survey that would keep pace with settlement and allow immigrants to locate

and secure claims, and besides this there were many other matters in connection with the lands which had to be put into order without delay, such as the homestead and the pre-emption rights of settlers, timber lands, military bounty claims, Indian and Half-Breed reserves, &c.

In 1872, therefore, the Dominion Lands Act was passed, which, while covering these and other matters of importance, provided for a system of survey, and arranged that the Hudson's Bay Company should accept in every fifth Township in the territories, in regular succession northerly from the United States boundary, two whole sections of 640 acres each, and in all other townships one and three quarter sections, to be known and designated as the lands of the Company. Provision was made for fractional townships, and others broken by lakes, and the terms of the Act as thus laid down were accepted by the Hudson's Bay Company.

The system of survey was as follows: "The Dominion lands to be laid off in quadrilateral townships, containing thirty-six sections of one mile square in each (except in case of those sections rendered by the convergence or divergence of meridians), together with road allowance of one chain and fifty links in width, between all townships and sections."

The sections were to be bounded and numbered as shown by the following diagram:—

N						
	31	32	33	34	35	36
	30	29	28	27	26	25
	19	20	21	22	23	24
W	18	17	16	15	14	13
	7	8	9	10	11	12
	6	5	4	3	2	1
S						

And the townships were to be numbered in regular order northerly, from the international boundary or forty-ninth parallel of latitude, and to be in ranges numbered east and west from a certain meridian line run in the year 1879, styled the "principal meridian," drawn northerly from the said forty-ninth parallel, at a point ten miles or thereabout westerly from Pembina. An immigrant or any other person wishing to secure land has only to name the section, township, and range, east or west of the "Principal Meridian," in order to locate his claim, and enter it at the Dominion Lands Office. No time was lost by the Government in carrying out the necessary surveys, and at the present time those of sub-divisions have been completed beyond Fort Ellice, to the neighbourhood of the 102nd degree of longitude west of Greenwich, and the standard outline surveys, the basis for the extension of the system in the future, have been carried westward to the vicinity of the Rocky Mountains.

The Government, therefore, at the present time are in a position to make detached surveys beyond the completed line of sub-division should the necessity arise at any time, in the interests of colonization. It will be seen, therefore, that no difficulty now stands in the way of a speedy settlement of the whole North West; everything is in order to keep pace with rapid development. While the Government of Sir John A. Macdonald inaugurated the system of survey and commenced to push it forward vigorously, the Mackenzie Administration took up the work and prosecuted it faithfully. Both Governments, therefore, saw the necessity of opening the country to settlement, and the only pity is that they should have differed on the subject of the Canadian Pacific Railway, for, had that work received the united support and united action which it deserved, the great North West to-day would have been pouring forth its treasures to enrich every portion of the Dominion. The rapid settlement and

development of the country, however, have been marvelous, considering the disadvantages it suffered from, having had for years no railway facilities, and only an imperfect and expensive means of communication with the outside world.

Let us as briefly as possible note the progress of this wonderful development.

Previous to 1871 the merchants of Manitoba were obliged to cart their goods over the prairie from St. Cloud, in Minnesota, to Fort Garry, but, in that year, Mr. James J. Hill, of St. Paul, placed a steamer called the Selkirk on the Red River, to run between Morehead and Winnipeg. This was the first regular freight and passenger boat placed on the route; and, as an instance of the rapid increase in the trade of Manitoba, we mention that, when the Pembina Branch Railway was opened for traffic, there were no less than fifteen steamers plying to and from Winnipeg. Mr. Hill, ever since his first venture with the Selkirk, has been prominently connected with the transportation business of Manitoba, and at the present time he holds the high position of General Manager of the St. Paul, Minneapolis and Manitoba Railway, of which he is also a large stockholder. His recent connection with the company who have contracted to build the Canadian Pacific Railway bids fair to place Mr. Hill in still closer and more important relationship with the progress and development of the North West.

In 1870 Winnipeg, now a city of over ten thousand inhabitants, contained a population of 215 souls. It then had only a weekly mail from the East, via Pembina, and a very irregular one at that, but, in 1871, a stage line having been established between Morehead and Winnipeg, a tri-weekly mail was received, which was further increased in 1872 to be a daily one. When the Pembina Branch Railway was regularly opened, the stage line was discontinued, and the postal matter brought in by rail. The postal facilities throughout the country, were at first very limited, but the Government of Canada, through Mr. Dewe,

the Post Office Inspector of the Dominion, were not long in placing Manitoba on a good footing in this respect. Year by year new post offices were established as settlement increased, until, at the present day, there are over 150 regular post offices throughout Manitoba and the North West Territories.

In this connection, we may say that there is an evident desire on the part of the Canadian Government to look after the interests of the new settlers by granting them the earliest possible means of communicating readily with their friends abroad.

On the 20th November, 1871, telegraphic communication between Manitoba and the East was completed to Winnipeg, and it may be interesting to give the following congratulatory despatches which marked the opening of the line :

“FORT GARRY, Nov. 20th, 1871.

“RIGHT HON. LORD LISGAR,

Governor General of Canada.

“The first Telegraphic message from the heart of the Continent may appropriately convey on the part of our people an expression of devout thankfulness to Almighty God for the close of our isolation from the rest of the world. This message announces that close—as its receipt by your Excellency will attest it. The voice of Manitoba collected this morning on the banks of the Assiniboine will be heard in a few hours on the banks of the Ottawa, and we may hope before the day closes that the words of your Excellency’s reply spoken at the Capital of the Dominion will be listened to at Fort Garry. We may now count in hours the work that used to occupy weeks. I congratulate your Excellency on the facilities so afforded in the discharge of your high duties so far as they concern the Province.

“I know I can better discharge my own when at any moment I may appeal to your Lordship for advice and assistance.

(Signed,) ADAMS G. ARCHIBALD.”

To the above despatch the following reply was sent :

“TO LIEUTENANT-GOVERNOR ARCHIBALD,

Winnipeg, Manitoba.

“I received your message with great satisfaction. The completion of the Telegraph line to Fort Garry is an auspicious event. It forms a fresh and most important link between the Eastern Provinces and

the North West, and is a happy augury for the future, inasmuch as it gives proof of the energy with which the union—wisely effected—of Her Majesty's North American possessions enables progress and civilization to be advanced in different and far distant portions of the Dominion.

"I congratulate the inhabitants of Manitoba on the event, and join heartily in your thanksgiving.

(Signed,) LISGAR."

Since that time telegraph lines have been extended over the country, until now we can send a message from Winnipeg to Battleford in the North-West Territories, and to Prince Arthur's Landing on Lake Superior. We have also telegraph lines from Winnipeg to Portage La Prairie in one direction, and Selkirk in another, and several others are projected in different quarters.

On the 15th March, 1871, the first meeting of the Local Parliament took place, and from that day representative Government commenced in Manitoba, and the Legislature at once proceeded to enact such laws as were found necessary for the proper conduct of local affairs. Agricultural and Educational matters, amongst other things, were considered, and from time to time new measures have been brought down by the Provincial Government for the improvement of the country and people, until to-day there is universal contentment and thorough protection to life and property.

When Manitoba first became a province, Educational matters were not in a very flourishing condition, but since then the greatest attention has been paid to them. It was found necessary to adopt a separate school system, which is still carried on. There is a Board of Education composed of both Protestant and Catholic members, but there are separate superintendents for each section, and the grants of school money are divided amongst Catholic and Protestant schools in proportion to the number of scholars in each as shown by a census taken annually.

The number of schools at present in operation within the Province is as follows:—

PROTESTANT.
102 schools.
5,100 children.

CATHOLIC.
40 schools.
2,438 children.

And liberal grants of money are made each year for their support. In addition to the common schools there are three colleges, one belonging to the Church of England, another to the Presbyterian Church, and the other is the Roman Catholic College at St. Boniface. We have also a University and two fine Ladies' schools connected with the St. John's College and St. Mary's Church, so that we can safely say the educational interests of Manitoba are not being neglected. In agricultural matters, there are at present a provincial and five county agricultural societies, besides others of a local character which are being formed all over the country.

While Riel and his Provisional Government held sway, a newspaper called the *New Nation* was published, the *Nor' Wester* office having been destroyed during the rebellion. The *New Nation* was afterwards converted into the *Manitoba*, which continued to be published once a week, when, in 1877, it once more changed its name to the *Standard*, and thus continued until it finally became part and parcel of the *Free Press*.

The latter paper was started as a weekly in 1872, and in 1874 it published the first daily edition of a newspaper in Manitoba. The French population were represented as far back as 1871 by the *Le Metis*, published at St. Boniface.

There have been several ventures made in the newspaper line, some of which have failed, but at the present time the Province of Manitoba can boast of having two large and well edited daily papers, *The Times* and *Free Press*, published in Winnipeg, and as many as ten weekly papers throughout the country. A very creditable paper is also printed at Battleford, in the North West Territories.

We have already given a description of the commence-

ment of religious institutions in the North West. Several denominations have, however, of late years begun to labour in this great field, and to-day we have the following churches established in Manitoba and the North West Territories: Episcopal, a Cathedral and twenty-five regular churches; Presbyterian, twenty-seven churches; Methodist, twenty-five churches. The Baptist and Congregationalists are also well represented, and the Roman Catholics have a splendid Cathedral, Nunnery and Hospital at St. Boniface, besides numerous fine missions scattered over the whole North West.

In addition to the regular churches we may state that services are conducted by the several denominations in many localities where buildings have not yet been erected for public worship, so that no settler need be without that religious instruction which is so necessary in a Christian country.

Having now recorded in general terms the progress of some of the most important institutions of the country, we will take a glance at the rapid material advancement made during the years intervening between 1870 and 1880. As we have already shown, Winnipeg could only boast of some 215 inhabitants in 1870, since then its growth has been estimated as follows:

1871.....	500	1876.....	4,000
1872.....	1,000	1877.....	5,500
1873.....	1,500	1878.....	7,000
1874.....	2,000	1879.....	8,000
1875.....	3,000	1880.....	10,000

And the assessment since the incorporation of the city has been as follows:

1874.....	\$2,676,018	1878.....	3,216,980
1875.....	2,635,805	1879.....	3,415,065
1876.....	3,031,685	1880.....	4,011,900
1877.....	3,097,824		

To-day Winnipeg can boast of having over 1,500 dwelling houses and a street extension of nearly one hundred miles, while in 1870 there were only thirty buildings in the place, and not over one mile laid out in streets.

The population of Manitoba has increased during the last ten years in a wonderful manner.

In 1870 it was calculated that the number of inhabitants within the present limits of the Province was 12,000 souls, and since then, according to the Immigration returns, the increase has been as follows :

1872.....	1,400	1879.....	11,000
1873.....	1,256	1880 there will be.	15,000
1874.....	2,956		<hr/>
1875.....	6,034		53,069
1876.....	4,912	Population in 1870	12,000
1877.....	6,511		<hr/>
1878.....	4,000	Total....	65,069

The above estimate, however, is below the mark, for this reason, it is taken from the returns of the Immigration Agents resident here, and does not include a large number of people who did not come into the country as immigrants.

The Agents can only report on those who actually come under the head of immigrants, and can have no knowledge of a very great number who have settled in Manitoba and the North West.

As an instance of this, in 1878, from the census taken of voters living in the Province, it was clearly shown that including the Mennonites, there were 53,540 souls within its boundaries, whereas the immigration returns only show 39,069. The number of people, however, who have settled beyond the limits of the Province cannot be estimated, but for many miles immediately outside the Province large and flourishing settlements have sprung up, and the sites of several promising towns been laid out, and building operations on an extensive scale commenced. We must not, however, anticipate a description which we propose giving of Manitoba and the North-West, as it is at the present time, ere we close these pages. It will suffice for us to say that whereas in 1870 there were no settlers of any importance located on the prairie back of the lots fronting on the Red and Assiniboine Rivers, to-day the whole face

of the country is studded with comfortable farm houses, substantial outbuildings, and well-fenced cultivated fields. Good roads run in every direction, where only a few years ago it was nothing but the wild prairie striped here and there by the cart trails of old. Splendid herds of cattle can be seen grazing in great numbers in the vicinity of the farms; here and there are small villages with their country stores, grist mills, &c. Churches and school houses dot the land, and wherever you go you meet contented, happy people, who will tell you that they would not change their lot for any other country under the sun. This is what has been done in Manitoba during the last ten years without the aid of railway, and surely there can be no better evidence of its being a land worthy of the consideration of those who in older countries are looking for fresh fields, where they can make for themselves comfortable homes, and for their children a plentiful provision for their future.

CHAPTER IX.

The injury to Manitoba by delaying the construction of the railway west of Red River—Difficulties which the Immigration Department has had to contend against in the North West—Unpatriotic conduct of Canadian statesmen and newspapers—The Canadian North West now entering upon a new era of prosperity—The future of the Canadian Pacific Railway—A glimpse at the Prairie Region—The climate—Qu'Appelle and Souris districts—Northward and Westward of the Assiniboine—Touchwood Hills—Eastward to Riding Mountains—West of the Duck Mountains—North and South Branches of the Saskatchewan—Root River country—South-westward from the Forks—The Elbow of the South Branch—South-westerly to the Rocky Mountains—Cypress Hills—Eastern base of the Rocky Mountains—Stock raising on a large scale—Monster grain farms and their desirability—The Garden of the Canadian North West—The Battle river—The Arthabasca and Peace River districts—The Coal deposits of the North West—Our great national Highway.

THE wisdom of pushing forward the construction of the Canada Pacific Railway, westward from Red River, is most apparent when taken in connection with immigration. The rapid increase of settlement in the North West beyond the limit of railway communication has been indeed truly wonderful.

When the difficulty of travelling for miles over the prairie to reach their new homes is considered, it is not to be wondered at, if immigrants have been attracted to localities in the United States situated near railway lines. During the last few years, however, a very large number of settlers have found their way to the Canadian North West, and have located in parts far in advance of the iron horse, although had the Canadian Pacific Line been built, and in running order through our fertile plains, there is no doubt our population of to-day would have been counted by the hundreds of thousands instead of the thousands. We have heard the Government blamed, the land regulations decried,

and the Department of Agriculture accused of inactivity because the immigration to the Canadian North West has not been as large as in some parts of the United States, but this sort of reasoning is absurd when the facts of the case are known. As we have already said, the number of settlers who have located on lands in the North West has been great, when it is considered that we have had no railway, no easy means of communication with the interior, and no facilities for the transportation of supplies or produce to and from the new settlements.

Our land regulations are in fact more liberal than those of the United States. Our institutions are as free, if not more so, and there is better protection to life and property with us than with the Americans. Yet the feeling of isolation would present itself to immigrants when asked to go beyond that mark of civilization, the railroad. Without a doubt, the delay in the construction of the Canadian Pacific Railway west of Red River has lost to Canada many hundreds of good citizens. This has been one cause why settlement has not progressed as rapidly in the North West as it ought to have done, but the efforts of Canadians to decry the country have also acted against it.

It would have been more patriotic for them to have united in proclaiming the great advantages of our fine country, than to have made it a bone of contention in political strife.

What are the efforts of the Department of Agriculture worth when alongside of them we find statements of Canadian politicians that "Kansas" is superior to the North West as a place of settlement. Will immigrants come amongst us, when they are told by Canadians that they can get land on easier terms in the United States. Will they not hesitate, too, when told by Canadian newspapers that people are flocking out of the Dominion instead of into it. Will they stop to reason or inquire into the truth of the matter to find out that our land regulations are

liberal, that there is no healthier climate, no more fertile land than ours, or that the tale of Canadians abandoning Canada is one told by some of our politicians on the strength of statements made by American officials, in order to gain a political point for their party at the expense of the country. Immigrants will not stop to reason or enquire into these truths, but they will rather turn aside at once from a land where its own people are so ready to bear testimony against it. The day is not far distant, however, when it will be ruin for a Canadian politician to decry this fair land, for Canada will arouse itself when the truth is fully realized, that the whole future welfare of the Dominion is dependent on the development of the North West, and no political cries with them be allowed to interfere with our progress.

The great Canadian North West is now entering upon a new era, the iron horse will now push its way across the fertile plains, until in three years we will have the railway from Lake Superior to the Rocky Mountains. Nothing will stop the rush of immigration then along the line, villages and towns will spring into existence as if by magic—the vast rolling prairie will in a few years be dotted with the farms of the settlers—branch lines will be built for the purpose of opening up new districts, such as the Peace and Arthabasca—on the slopes of the Rocky Mountains, there will be immense herds of cattle grazing on the nutritious grasses, and the gold and other mineral resources of that part of the North West will be opened up, while the immense coal fields will be giving employment to the thousands of workmen. The Canadian Pacific will be carrying the treasures of this great North West to the East, —grain from the Fertile Belt, beef from the slopes of the Rocky Mountains, gold and silver from the mines, and coal from the great fields now only waiting to be worked, all will go forth over our national line to supply the eastern nations. In return, we will take their manufactures,

and ere long their raw material to furnish our manufactories with work. It will be the old story over again, what has been done in the Western States of the American Union will be re-enacted during the next few years in the Canadian North West.

And now let us take a glimpse at the great country through which the Canadian Pacific Railway will pass, and see whether we have overdrawn our picture of the future.

The climate of the Fertile Belt in the North West Territory is much finer than that of the country lying to the eastward of the Red River. In fact, taking the whole year together, it is more genial than the older Provinces of Canada and many of the Eastern States of America, and is very happily situated for the benignant operations of atmospheric influences. From the South come up the warm currents of the Gulf of Mexico, which, gliding over the low watershed of the Mississippi, continue to drop fatness in the Valleys of the Red River and Winnipeg to the very mouth of the Saskatchewan. On the West again the country is equally favoured by what we in our ignorance of first causes call a freak of nature ; a great dip or depression takes place in the Rocky Mountains, just at the boundary line (the 49th parallel), and through this hollow pass scooped out by nature pour the balmy and fostering gales of the Pacific, which circulate all over the prairies and float down the Saskatchewan, at the mouth of which they meet and mingle with the southern currents already mentioned coming up from the Mississippi. Both these radiations of tropical heat, the southern and the western, from time to time, encounter the prevailing northern winds which descend keen and fierce from the caverns of perpetual ice, and, being chilled by the contact, condense into heavy clouds and precipitate themselves sometimes in torrents of rain, sometimes in light and refreshing showers, over the whole regions which compose the Fertile Belt. Hence the

moisture and teeming vegetation which characterize the whole of this country, notwithstanding the severity of the winter, the length, the warmth, the prolificness, the beauty of its summers. The country produces almost every crop and every plant which belong to the temperate zone, and that with a fulness, fineness and luxuriance which few of our northern kingdoms can equal.

For some time it was thought that a great portion of the land in the Qu'Appelle and Souris districts was unfer-
tile, but when we hear of large tracts watered by fine streams, and described as "*rolling prairie with good clay soil*"—"level plains with dark rich loam"—"*and slightly undulating prairie of rich sandy loam with clumps of poplar,*" we cannot but feel that a country possessing such characteristics is not poor.

Professor Macoun, however, explored all that part of the country this summer (1880), and, although his report has not yet been published, sufficient has been ascertained from that gentleman to know that the land is not only fertile but a most inviting field for immigration. The extent of country thus added to what was already known as fertile will amount, it is believed, to about 50,000,000 acres or more.

The land on the northerly part of the Assiniboine is of an alluvial character, differing in no respect from the soil in the prairie lands of Red River. North-eastward the country is very fertile, often exceedingly beautiful, interspersed with forests and clumps of wood, marshy in spots, and abounding in lakelets or ponds, with wild fowl exceedingly abundant.

Westward of the Assiniboine the same description of fertile country, interspersed with woods and abundantly watered by ponds and streams, extends a hundred and thirty miles to and beyond the base of the great and little Touchwood Hills.

Professor Hind, in speaking of the country in the neighbourhood of the Touchwood Hills, says :—"We reached

the summit plateau, and then passed through a very beautiful undulating country, diversified by many picturesque lakes and aspen groves, possessing land of the best quality, and covered with most luxuriant herbage. From a small hill I counted forty-seven lakes, and so rich and abundant is the vegetation that the horses remain in the open glades all the winter, and always find plenty of forage to keep them in good condition."

A fine country, dotted with innumerable lakes annually replenished by summer rains, extends from Touchwood Hills due east to Riding Mountains, a distance of upwards of two hundred miles. North of the Touchwood Hills the fertile plateau, with an increasing proportion of woods in its northern and eastern parts, extends from the Duck Mountains westward to the south branch of the Saskatchewan, two hundred and twenty miles, and beyond it up the valley of the North Branch, four hundred miles further.

The north and south branches of the Saskatchewan have their sources in the Rocky Mountains, and at a distance of five hundred and fifty miles eastward they meet at what is called the Forks.

The north branch diverges from the base of the Rocky Mountains north-eastward, and the south branch or Bow River, south-eastward till, at two hundred and fifty miles due eastward, they attain a distance of about three hundred miles from each other. The total length of the Saskatchewan, taking the north branch from the Rocky Mountains to Lake Winnipeg, is a thousand and fifty-four and a half miles. From the Forks, where the two branches of the Saskatchewan meet, the country to the south-eastward is mixed woodland and prairie, the soil with slight exceptions, being a rich black mould. On the slope of the valleys the grass is long and luxuriant, affording fine pasturage, and the general aspect of the country is gently undulating and highly favourable for agriculture, the soil deep and uniformly rich, rivalling the low prairies of Red River and the Assiniboine.

This tract of country extends south-westerly through the wooded region of Root River to the Assiniboine, opposite the mouth of the Souris, a distance of three hundred and twenty miles of fertile prairie interspersed with woodlands. The Root River rises about sixty miles south-west from the Forks, and runs parallel with the Saskatchewan, about thirty to forty miles south of that river, a distance of over two hundred miles.

It has been estimated that there are three million acres of land of the first quality lying between the Root and Saskatchewan rivers.

For about a hundred miles in a direct line south-westward of the Forks of the Saskatchewan, the country is described as having a rich soil with abundant woods in clumps and groves, but after passing that distance it assumes more the character of light treeless prairie land. At a distance of about two hundred and fifty miles from the Forks of the south branch, the elbow is reached, and from that point to the base of the Rocky Mountains, the land is not so good, especially to the southward.

Although this latter part of the country has been described generally as barren and consisting of arid wastes, there are some large exceptions as, for instance, the Cypress Hills, which are described by Palliser as covered in fine timber, abounding in excellent grasses, and well watered. The south branch of the Saskatchewan is navigable for steamers from the mouth of the Red Deer River to the Forks, a distance of about 350 miles.

While following the south branch we may continue our description along the base of the Rocky Mountains to where the Arthabaska takes it rise.

The principal characteristics of that part of the North West are large tracts of country, partially wooded with poplar and willow clumps, and bearing a most luxuriant growth of vetches and nutritious grasses, fine prairie bottoms and others partially covered with scrub and willow, fine streams

running through beautiful valleys covered with the very best pasture in the world. In some parts there is an abundance of woods, of spruce, poplar, aspen, and pine, and in others it is less wooded, but sufficient to afford shelter for cattle in winter, and shade during the hot summer months.

In winter the eastern slopes of the Rocky Mountains are less encumbered by snow than much of the prairie country.

The grasses are of a finer and also more nutritious nature than those found on the plains, and the clumps and ridges of wood, with the numerous valleys and clear running streams, make this part of the Canadian North West peculiarly fitted for the raising of cattle.

It is gratifying therefore to know that Sir John A. Macdonald has paved the way for the establishment of immense stock farms on the slopes of the Rocky Mountains by inducing men of large capital to interest themselves in the business.

The cry has been raised that the selling of such large tracts of land to private individuals as that lately sold to Brassey & Co. may interfere with the future development of the country. The selling of land on a large scale for the purpose of speculating merely, is not advisable, even in a country where land is so plentiful ; but in cases where stock farms on a grand scale are to be established, it must be remembered that a very extensive area of country is required by those who intend to keep immense herds of cattle. We are also in favour of encouraging great farms for the production of grain in large quantities, something on the plan pursued by Dalrymple and Barnes in Minnesota. These monster farms, from 25,000 to 50,000 acres each or more, are conducted on business principles, and while giving employment to a great many men, they at the same time become the means of raising and exporting large quantities of grain.

They do not interfere but rather stimulate the smaller

farmers to greater exertions, and are good schools for young men who wish to learn how to conduct farming operations on a paying and businesslike footing.

The day is not far distant when we will see many of these monster farms established along the line of the Canadian Pacific Railway, between Red River and the Rocky Mountains. To resume our description of the Fertile Belt, we now come to the land drained by the north branch of the Saskatchewan.

The north branch for five hundred and twenty miles up from the Forks and the Battle River, which enters the Saskatchewan about a hundred and seventy miles above the junction of the north and south branches, for about four hundred and fifty miles traverse a fertile country of prairie, more or less interspersed with woods.

This immense area of country is the garden of the North West, and at one part has a breadth of one hundred and fifty miles, at another one hundred, and in other parts from sixty of seventy miles. It commences at the Forks of the Saskatchewan and follows the north branch until within about two hundred and eighty miles from the Rocky Mountains, when it ceases and the thick wood country commences. It follows the Battle River, which drains a large part of the country between the north and south branches, and then takes the course of the Red Deer River to the south, until merged in the fertile region of the vicinity of the south branch.

The climate of the southern and western portions of this great fertile country is decidedly milder than that of Red River, and the character of the country is more uniform than any other portion of the North West. It is the great wheat field of the Dominion, only waiting to be cultivated in order to pour forth its millions of bushels of grain. It is difficult to estimate the area of fertile land fit for settlement in a country so extensive as the Canadian North West, but, when all the districts are included, we do not think our

calculation of three hundred million acres will be found too great.

Leaving the more southern part of the territory, we now ascend to that in the neighbourhood of the Arthabaska River. For over one hundred and fifty miles we have evidence of a country of varied character, possessing woods of birch, aspen, pine, and poplar, and a soil of rich black mould.

The total length of the Arthabaska is nine hundred miles, and, until fully explored, it is difficult to say how much of this part of the North West is fit for settlement. The climate along a great portion of the route is very pleasant, the Springs being quite as early as in the Province of Quebec.

In the Arthabaska District, and along the Pembina River, one of its tributaries, great fields of coal are waiting to be developed. In some parts these valuables mines are exposed on the river banks, in some places beds eight feet thick being seen.

These indications of immense deposits have been discovered in many places along the Arthabaska and other points in the neighbourhood, and, in fact, there is now no doubt that an almost inexhaustible supply of coal can be obtained from this part of the North West, the value of which, in the future, can hardly be estimated.

From explorations already made, however, there are indications that coal is to be found in many localities in the North West, in closer proximity to the Canadian Pacific Railway than the Arthabaska District.

For upwards of two hundred miles above Edmonton, and a little below that point, coal prevails with little interruption, in beds two and two and a half feet thick.

On the Souris coal has been discovered, and, undoubtedly, will be found, from present indications, in large quantities. There is, in fact, every reason to expect that the coal find of the North West will be a large source of revenue to the country, and will, in the future, be the principal article of fuel for the inhabitants in many districts

of the country, who will rather use it than consume the valuable forests and groves near their farms.

Proceeding beyond the Arthabaska, north-westward, we can travel for hundreds of miles until we reach the Peace River District. Late explorations have shown that a splendid country awaits development there; the climate is peculiarly fine, the land rich and interspersed with wood and prairie; the scenery is beautiful, and the wild animals of the plains thrive here better almost than anywhere else. The Peace River District is destined to be a great stock-raising country in the near future, and, although far removed from the proposed line of the Canadian Pacific Railway, the day is not far distant when branch and trunk lines will connect it with the Eastern markets.

We have now taken a hurried glance at portions of the Canadian North West, were we to give a thorough and minute description of its beauties and resources it would fill volumes.

Year by year, however, explorations are being pushed forward, and new discoveries made from time to time, each discovery displaying new features of beauty and wealth in this wonderful country. Our space is limited, and we must therefore content ourselves by endeavouring to show, in a very imperfect manner, the vast resources which are destined to be developed in a few years by the building of the Canadian Pacific Railway. With a country such as we have described to feed it, with its coal, gold, silver, and other mines only waiting development, and with the millions of industrious people who will settle along its line in a few years, can there be a doubt as to the success of our national undertaking? While the road is assisting the development of the prairie region, work will be proceeded with on the more difficult part of the line, so that, by the time the Fertile Belt is able to pour forth its treasures, the whole road will be built as a highway across the continent, and will have, at the same time, an immense local traffic to keep it fully employed.

CHAPTER X.

Manitoba the Bull's Eye of the Dominion—Proposed enlargement of its boundaries—Formation of the Provincial Government—The Clarke-Girard and Davis Administrations—Abolition of the Upper House—Retirement of Governor Morris, succeeded by Hon. Jos. Cauchon—Hon. John Norquay—Progressive character of the legislation enacted by his Government—The System of Drainage—Character of the work—Formation of the Province into Municipalities—Extension of the Boundaries—Hon. Jos. Royal—The Provincial Cabinet—County Courts and Administration of Justice generally—Registry Offices—Hospitals—Benevolent Societies and other institutions—Proposed Railway Companies in the North West—The navigation of the Assiniboine and Saskatchewan rivers.

WE will now return to the Province of Manitoba, the gateway to the Fertile Belt which we described in the previous chapter.

Manitoba has been happily named the "Bull's-eye" of the Dominion by Lord Dufferin, our late Governor-General, and indeed it appears as a mere speck on the map when compared with the vast extent of country surrounding it now known as Canada.

It is, moreover, situated exactly in the centre of the Dominion, and will, no doubt, ere many years exert, a great influence, from its central position, over the rest of the Canadian Provinces.

Manitoba, as it is to-day, is only about one hundred miles square in extent, but it is proposed, ere many months, to enlarge its boundaries, so as to make it a Province at least ten times its present size.

When Manitoba was first created it was given a Legislative Council of seven, and a Legislative Assembly of twenty-four members.

The first duty of Lieut.-Governor Archibald, in 1870, was to set the machinery of Government in working

order, and on the 20th of December of that year the people of the North West for the first time exercised their right of franchise. A Cabinet was formed on the 12th January 1871, consisting of a Provincial Treasurer, Secretary, Attorney-General, and Minister of Public Works and Agriculture.

The Government thus formed continued in power, with some slight alterations in its personal character, until 1874, when it was defeated, and a new Administration formed.

Hon. H. J. Clarke, who took upon himself the position of Premier of the Government when it was first formed in 1871, had succeeded in making himself unpopular with all classes of the community by his high-handed proceedings, which, in some cases, almost amounted to tyranny. Large sums were also expended during his time without any perceptible benefit being derived therefrom by the country, and, so far did this state of affairs go, that a general feeling arose amongst the people that a change for the better was necessary. In 1874, therefore, the Clarke Government was defeated and Hon. M. A. Girard called upon to form an Administration which, however, only lasted three months, when Hon. R. A. Davis, having undertaken the administration of affairs, deemed it wise to pursue a system of rigid economy in order to restore the confidence of the people.

This policy of retrenchment was faithfully carried out by Mr. Davis, while he was in power, and, as a result, he gained the entire respect and adhesion of a large majority of the electors. The province, however, in the meantime was progressing rapidly, and new requirements were multiplying in quick succession, until it was felt that a larger expenditure of public money would have to be made in order to do justice to the country.

One of the Acts of the Davis Government was the abolition of the Legislative Council in 1876, a step which was universally approved of, because it was felt that a

second Chamber was not only unnecessary but a useless expense.

In November, 1877, his term having expired, the Hon. Alex. Morris ceased to be the Lieut.-Governor of the Province, and Hon. Joseph Cauchon was sworn in. And in the following year Hon. Mr. Davis having determined to retire from public life, Hon. John Norquay was called on to form a Government.

While the policy of rigid economy pursued by Mr. Davis was found necessary in order to alleviate the feeling of non-confidence in the public mind caused by the reckless expenditure practiced under the regime of Mr. Clark, the Hon. Mr. Norquay, felt that the time had come for more progressive action. One of the first measures inaugurated by him was a system of draining the lowlands of the Province. At first the value of such a measure was hardly understood by the people, as it was looked on as more theoretical than practical in its nature, and was regarded as too great an undertaking for the Provincial Government, with its small revenue, to entertain. It was, however, accepted as an evidence of progressive policy on the part of the new Government, and the Hon. Mr. Norquay since that time has shown that his intentions were sincere when he first proposed the measure. It took some time to bring the Local Legislature to adopt his scheme, and the difficulty of providing money for the work had also to be considered and overcome. To-day, however, Hon. Mr. Norquay has the satisfaction of knowing that his efforts have been crowned with success.

The Province of Manitoba lies much lower than the more western portions of the Territory, and there are extensive swamps within the limits which at times overflow and cause large tracts of land to become wet and difficult to cultivate. The system inaugurated and carried out so successfully by Mr. Norquay has drawn attention to the fact that the portions of the North West lands hitherto

considered almost worthless for agricultural purposes can be redeemed, and this of itself, is a most important matter in connection with the future settlement of the country. A very prominent objection raised against the North West has been the bad roads, but it has never been clearly stated that these exist only in portions of Manitoba, on the line of immigrant travel, and for short distances.

The system of drainage adopted by the Local Government will in the future remedy to a great extent these bad spots on the main highway of travel, and also bring almost every portion of the Province under cultivation.

While dealing with this subject it may be as well to give a short description of the drainage work carried on this season, 1880, by the Provincial Government :

Hon. C. P. Brown, the present Minister of Public Works in Manitoba, has given it the greatest attention, and, by his care and personal supervision, has attained a degree of success which has surpassed the expectations of even the most ardent supporters of the scheme.

There have been in all fourteen drains excavated this season, as follows:—In the north-western portion of the Province a drain, in length about four miles, has been dug to carry off the water of what is known as the Big Grass Marsh, and which taps the White Mud River. South of the Big Grass Marsh several small drains have been cut to assist in intercepting flows of water, and take them by their most direct course to their natural channels; and the Westbourne Marsh, lying north west from Portage La Prairie, has been relieved by several drains three or four miles in length.

The next drain is fourteen miles west of Winnipeg, at Sturgeon Creek, and is about twenty miles in length, running in a north-westerly direction, and relieving a fine agricultural country in the neighborhood of Woodlands from the surplus waters of wet seasons; and still another

drain, which is under construction, will relieve a large tract of land around Grassemere.

Immediately west of Winnipeg, Colony Creek has been utilized, and a drain two miles in length has been constructed in connection with it, jointly by the Dominion and Local Governments, to carry off the marsh waters on the outskirts, and lying back of the city.

We now turn down the river in the direction of Lake Winnipeg, and first come to the St John's drain, also worked jointly by the Dominion and Local Governments ; then about ten miles from the city, a ditch one and-a-half miles in length has been dug, which will drain a number of shallow marshes in that vicinity. Almost west from the Town of Selkirk there is what is known as the St. Andrew's drain, which collects respectively the waters of Jackfish Creek and Long Lake, at a point where they are lost in a large extent of marshy country, and brings them by a direct course to their natural outlet, altogether a distance of about twelve miles of drainage.

We now cross to the eastern side of Red River, and about twelve miles north-east from Winnipeg some six or seven miles of drainage has been cut to relieve the marshes in the neighbourhood of Springfield ; and at Point du Chêne and St. Boniface considerable work has been done which, when fully completed, will redeem a very extensive tract of country in the eastern portion of the Province, containing some of the finest and richest land in the whole North West.

In the south-eastern portion of the Province drains are in process of construction to relieve the low districts in the neighbourhood of Rat, Marais and Rosseaux Rivers.

The northern part of the Boyne Marsh has a drain two and a half miles completed, while at the southern part twenty-two miles of drainage has been cut, and it is proposed extending the northern drain until it intersects the Boyne River, which will lay open an immense tract of land for agricultural purposes.

We have thus briefly sketched the work done by the Local Government, this season, to show what can be accomplished in a short time towards the redemption of large districts, and the preservation of other parts from damage by the overflow of the marshes.

The drainage work of 1880 in Manitoba has, moreover, demonstrated the fact that no wet lands in the great north-western prairies need be allowed to go to waste when a system of drainage can so easily redeem them.

The next important measure inaugurated by Hon. John Norquay was the formation of the Province into municipalities. This, at first, gave promise of creating a good deal of opposition in some quarters from a dread of taxation.

It must be remembered that the native population of Manitoba had been accustomed to almost perfect immunity from taxes, and it therefore required considerable tact and strength of will to educate them to accept institutions which they regarded as likely to increase their cost of living. But the advantages of municipal organization were clearly shown to them, and finally, after a good deal of trouble and discussion, Mr. Norquay succeeded in carrying his measure, and at the present day the Province of Manitoba is formed into the following municipalities:—

No. 1—Westbourne.	No. 14—Youville.
" 2—Norfolk.	" 15—St. Anne.
" 3—Lorne.	" 16—Taché.
" 4—Lounse.	" 17—St. Norbert.
" 5—Dufferin South.	" 18—Cartier.
" 6—Dufferin North.	" 19—Assiniboine.
" 7—Portage.	" 20—St. Boniface.
" 8—Woodlands.	" 21—Springfield.
" 9—Belcourt.	" 22—Kildonan.
" 10—St. François Xavier.	" 23—St. Pauls.
" 11—Morris.	" 24—St. Andrews.
" 12—Rineland.	" 25—Rockwood.
" 13—Emerson.	" 26—Hespeler.

The effect produced by municipal organization is a decided improvement in the state of the roads, each municipality having charge of its own part of the highways.

There are also many other advantages which we have not space to enumerate, but there is one feature which we cannot overlook. The division of the Province into municipalities renders it possible for the people to encourage the construction of railways and other public works, by granting aid through the sale of municipal debentures, whereas, without the necessary organization there would be no means at their disposal to assist those undertakings which are so important in the rapid development of a country. With the enlargement of the boundaries of the Province, it is to be expected that the creation of new municipalities will follow, and thus form a very important factor in the extension of our railway system.

One of the planks in the platform laid down in Hon. Mr. Norquay's policy, from the first, was the extension of the boundaries of the Province. So well has this been advocated, that the Dominion Government have consented to enlarge Manitoba, and it is expected the necessary legislation for that purpose will shortly be submitted to the Canadian Parliament. The actual limits of the Province, when enlarged, are not yet fully known, but it is reasonable to expect that they will reach the immediate vicinity of Fort Ellice, westward on the Assiniboine. The Hon. Mr. Norquay has also succeeded during his term in obtaining an increase of the subsidy granted by the Dominion to the Province, and has secured the immediate erection of handsome public buildings, so that it can be truly said his administration of affairs has been practically progressive. Mr. Norquay, during the first year or so of his administration, was ably assisted by Hon. Joseph Royal, who now represents the county of Provencher in the Dominion House of Commons, and latterly by his colleagues in the Cabinet, Hon. Messrs. Walker, Brown, Girard and Goulet. Hon. John Norquay has thus been the means of laying the foundations of the most important measures for the advancement of his native Province, and his name will ever be

regarded with respect by the people of the Canadian North West.

When it is remembered that in 1870, just ten years ago, Manitoba had only a population of about 12,000 inhabitants, the present advanced condition of the Province must excite the surprise of every one, especially when the disadvantages under which it has laboured are considered.

In 1870 the only settlement was scattered along the banks of the Red and Assiniboine Rivers; now we have twenty-six municipalities covering the whole present area of the Province, containing well cultivated farms, comfortable farm houses, rising villages, numerous mills and stores, and roads running like a net work all over the country, and which are improving year by year in their condition.

In 1870 there were few popular institutions of any kind in the country, now let us take a glance at a few of those established since then, and which will give some idea of the extent to which civilization has progressed in the North West.

The Cabinet consists of Provincial Treasurer and Premier, Hon. J. Norquay; Attorney General, Hon. D. M. Walker; Minister of Public Works, Hon. C. P. Brown; Provincial Secretary, Hon. Mr. A. Girard; Minister of Agriculture, Hon. Mr. Goulet.

There is a Court of Queen's Bench sitting in Winnipeg, and eight County Courts, as follows :—

Selkirk.	Marquette West.
Lisgar.	Morris.
Provencher.	Emerson.
Marquette East.	Westbourne.

There are also Police Magistrates, numerous Justices of the Peace, and an efficient staff of constables throughout the country, besides a Provincial Police Court presided over by the Judges in their capacity of Stipendary Magistrates—so much for law and order.

There are six Registry Offices established, and the Dominion Government have opened land offices where homesteads and pre-emptions can be entered and information obtained in regard to townships and sections open for purchase. The following are the Dominion Land Offices at present open in Manitoba and North West Territory :—

Winnipeg.	Little Saskatchewan.
Bird Tail Creek.	Nelsonville.
Emerson.	Turtle Mountain.
Prince Albert.	Gladstone.

We have already shown the number of churches, schools, and post offices established, and now we will proceed to enumerate other institutions.

There are two hospitals, one in Winnipeg and the other in St. Boniface, both well conducted; while the Dominion Government has erected a large building for the use of immigrants, and, in addition to these, there is an Orphan Asylum, conducted by the Sisters of Charity.

Manitoba has not been backward in the formation of societies. The Masons have, including the Grand Lodge, seventeen lodges throughout the Province, while the Orangemen have eighteen, including the Grand and County Lodges.

There is also the Independent Order of Forresters, at Winnipeg, and the Independent Order of Oddfellows, I. O. O. F., have two Lodges at Winnipeg, and one each at Portage la Prairie and Emerson.

The St. George's, St. Andrew's, and St. Patrick's Societies are also represented by well-organized associations. There are four Infantry Companies, one Artillery, and one cavalry in the Province, besides a Rifle Association. We have also two Cricket Clubs, Lacrosse, Baseball, and a Curling Club, affiliated with the Royal Caledonia of Scotland. There are several other institutions which we have not the space to enumerate, but we have mentioned sufficient to

show that we have already many of the advantages possessed by the older Provinces.

A fresh impetus has been given to the progress of this country by the activity shown by the Dominion Government in pushing forward the construction of the Canadian Pacific. Branch lines are being projected in every direction, and railway charter sought for by men who foresee the rapid advancement which will undoubtedly take place here within the next few years, and who wish to be prepared for it in time. Already the South Western Railway, which is destined to run from Winnipeg to the southern part of the Province, and thence in a westerly direction towards the Rocky Mountains, is under contract for the construction of a large portion of the Road. A number of capitalists propose connecting Winnipeg by rail and water with Hudson Bay; another company proposes to run a line of railway from Cedar Lake to the Forks of the Saskatchewan, and thence to the Rocky Mountains by way of Peace River, which will open up one of the finest districts in the North West for settlement. The Westbourne and North Western Railway Co. are asking for a charter to build a road from Portage la Prairie, in Manitoba, thence in a north-westerly direction to a point at or near the Forks of the Saskatchewan, and thence to Peace River; so here we have two great competing lines for the trade of that fine district in the neighbourhood of the Peace River, which we have already referred to. Then there is the Saskatchewan and Peace River Railway Company of Canada, who propose building a railway from Edmonton to Dunvegan on the Peace River, with a branch to Lake Arthabasca, and to own and run steamers and other vessels on the lakes and rivers in that locality. The Peace River Railway Co. also ask for a charter to run a road from Milk or Belly River to Peace River, so that it is evident the glowing accounts received from that rich and fertile portion of the North West have already attracted the attention of capitalists, and it may

not be many years until we are in close communication with it. While the companies we have just mentioned are not regularly incorporated, with the exception of the South Western, yet the fact of these charters being asked for is certain proof that the country will not remain long without communication when the proper time comes, and also that its wonderful resources must be acknowledged by capitalists ere men could be found interesting themselves to procure the charters we have described. Coming nearer home, we find the Emerson and North-western Railway Co. applying for a charter to run a road from the Town of Emerson, in Manitoba, in a north-westerly direction to Mountain City, thence north-westerly via Rapid City to the main line of the Canadian Pacific.

But the railway is not the only means of transportation proposed to be carried on in the North West, for we see the rivers Assiniboine and Saskatchewan are to be utilized. The North-west Navigation Co., composed of men of undoubted financial standing, are applying for a charter by letters patent to build, purchase, lease and own steamboats and other vessels, warehouses and wharves for the purpose of carrying on a forwarding business on these rivers, and there is no doubt, if they succeed in perfecting their scheme, they will do a great deal towards opening up the country and establishing a large trade along the route. Besides the North-west Navigation Co., there is the Winnipeg and Western, who are in actual existence and own several large steamers already, and who from latest accounts are preparing to increase their fleet in order to keep pace with the rapid development and requirements of the country.

In the meantime the great National Line, the Canadian Pacific, is to be pushed forward with energy to the western prairie fields, and with so many signs of progress in the immediate future who can foretell the extent to which the development of the Canadian North West will reach during the ten years.

CHAPTER XI.

Winnipeg as it is to-day—Population—Public Buildings—Palace stores—Private residences—The streets—Fire Department—Churches and Schools—Manufacture of Brick—Banking Institutions—The Hudson's Bay Company—Dominion Government Buildings—Gas Company and Water Works—Milling operations—Steamboat interests—Railway business—The streets on a Saturday night—The Press—Club houses—Hotel accommodation—Board of Trade—Railway and Traffic Bridge over the Red River—The towns of Emerson—West Lynne—Selkirk—Portage la Prairie and other centres of trade westward.

THERE is no greater evidence of the prosperity of a country than the rapid growth of its cities and towns. If Manitoba is to be judged in this way, her progress has been marvelous indeed.

We have in a previous chapter shown the increase of population in Winnipeg since 1870, and the rapid rise in the value of its property; but it may be well to give a short description of its progress in other respects. Winnipeg was incorporated in November, 1873, and, according to the voters' list published at that time, there were exactly 308 voters then in the city, while now it can boast of nearly 2000. Since its incorporation, seven years ago, a splendid city hall and market has been erected, at a cost of over \$50,000; a complete system of sewerage has also been carried out, and the streets lined with board sidewalks. For the protection of property there is an efficient Fire Department with two steam fire engines and hook and ladder apparatus, ready for use at a moment's warning, in a handsome fire hall centrally located. For the preservation of law and order there is a fine police force of well-drilled and active men, who perform their duty most satisfactorily.

There were only three small wooden churches in the city at the time of its incorporation, while now it has several handsome edifices for public worship, one of which, Knox Church, cost in the neighbourhood of \$30,000.

Several extensive brickyards are in operation in the outskirts of the city, and, in consequence, brick is taking the place of lumber in building operations. Main street, the principal thoroughfare, can boast of its palace stores with plate-glass windows and all the latest improvements in furnishings. There are three banks in operation at present, the Merchants', Bank of Montreal, and Ontario Bank, all of which own and occupy handsome buildings.

Several of the private residences lately erected would grace any city, some of them costing from \$20,000 to \$30,000, and to take a walk through the streets of Winnipeg one is impressed by the general taste displayed in the architecture of the dwelling-houses.

The Hudson's Bay Company have lately erected some very handsome buildings, three stories high, with mansard roofs, and several blocks of splendid stores have been built on Main street.

The Dominion Government have large brick buildings in the city for the transaction of public business, such as the custom house, post office and Lands office, and next summer the splendid Local Government buildings to which we referred in the previous chapter will be erected. The streets of Winnipeg are wide and well laid out, and next summer it is proposed paving several of them, which will add greatly to the beauty of their appearance, as well as their usefulness.

Next summer the city will be supplied with gas, and a system of water works adopted which will do away with the present mode of water supplied by means of carts. There are four large saw and planing mills in operation, foundry and machine shops, and two large grist mills, besides other manufactories on a smaller scale. Numerous steamers ply to and from the levee; railway trains are constantly arriving and departing. On the streets the large hotel omnibuses, handsome hacks, and splendid private equipages, all tend to give the city an air of bustle and activity, which is heightened by the cries of the bootblack,

the newsboy, and the auctioneer shouting his wares for sale. On a Saturday evening, when the citizens are out *en masse*, making their purchases for Sunday, Main street, the principal thoroughfare, is generally densely crowded with people, and reminds one more of a scene in the City of New York than in a place only ten years old, and situated in a country which, not so very long ago, was regarded as almost in the wilderness. There are two daily papers—morning and evening—club houses, as select in their membership as if in the City of London, and several handsome furnished houses for the accommodation of the public, while next year we are to have a palace hotel one hundred feet square, and having a frontage on three streets.

The trade of Winnipeg is also very large for its age and size, several of the large mercantile establishments doing each a business of over half a million dollars annually, while matters of commerce are regulated, as in older cities, by a Board of Trade.

Next year it is expected that a number of large manufactories will be established in Winnipeg, and, in view of the active prosecution of work on the Canada Pacific and South Western Railways, it is expected that the trade of the city will be greatly increased.

A fine railway and traffic bridge, to cost some \$200,000, is at present in process of construction by the city over the Red River, which will, when finished, connect Winnipeg with the railway running eastward and southward, and thus make it a railway centre. No one can foretell the extent to which Winnipeg will grow in the future, but, if judged by the past ten years, it will be wonderful indeed, assisted, as it will be, by railway communication.

On the American boundary line there is the thriving town of Emerson, which, only a few years ago, was nothing but forest, and not a house within several miles of the present site. Now it has its well laid out streets, handsome buildings, many of them built of brick, and several fine churches and other public buildings.

On the opposite side of the river is West Lynne, a small but thriving place, which is destined to rival Emerson in point of size, wealth and importance.

Midway on the Red River between West Lynne and Winnipeg is the town of Morris, which, although somewhat scattered at present in appearance, has all the elements within it to make it a large and important town, surrounded, as it is, by a splendid agricultural country. North of Winnipeg, on the Red River, the town of Selkirk, beautifully situated and well laid out, will undoubtedly grow to some considerable importance, when the main line of the Canadian Pacific is completed at that point. Selkirk was the spot where the Mackenzie Government proposed bridging Red River for the C. P. R., and it is just possible that it may be found advisable still to cross the main line there.

A round house and work shops have already been established there, and the railway is constructed to a point on the eastern side of the river opposite Selkirk, so that there is every chance of its becoming a railway town, if not a railway centre.

About sixty miles from Winnipeg up the Assiniboine, there is Portage la Prairie, with its handsome County Court buildings, fine stores and dwellings, commodious hotels, and several saw and grist mills. It is situated near the banks of the river, and will also have the main line of the Canadian Pacific running close to it.

It is surrounded by a splendid farming country, and with the river and rail connection there is no doubt it will become a very large and important place in the near future. We have not space to enumerate all the towns that have sprung into existence during the last few years, but, amongst others, we may mention Gladstone, Rapid City, Odannah, and Minnidos, as having progressed rapidly.

There are many other places, however, which we have not noticed that are bound to become thriving country towns, all of which have so far succeeded without the aid of railway communication.

If, therefore, cities, towns and villages have multiplied in the North West so rapidly without the aid of railroads, what will be the result when the Canadian Pacific is built to the base of the Rocky Mountains?

Is it not reasonable to expect that, with a country so rich and fertile lining it on each side, the Canadian Pacific Railway will, in a few years form one great chain of populous and thriving towns and villages, for hundreds of miles over the prairies of the Canadian North West ?

CHAPTER XII.

The advantages of the Canadian North West as an Agricultural Country--Stock raising--Land Regulations--Land Guides--Instructions to Land Guides--Protection to Immigrants--The Canadian North West attracting the attention of capitalists--Development of the Country by the Canada Pacific Railway--Proud position of the Dominion in the near future--The North-Western States as feeders to the Canadian Pacific Railway--Toronto and Montreal as transshipping ports.

LET us now take a glance at the advantages possessed by the Canadian North West, as an agricultural country. In the first place, throughout the Fertile Belt the seasons are peculiarly favourable to the raising of grain and root crops. Spring commences in April, and, until about the end of May, the weather is most suitable for seeding purposes, being generally dry and pleasant; then succeeds a season of wet weather, which extends through the month of June, but in July it usually becomes clear and fine, with occasional thunder-storms and slight showers until the end of October. During the Summer the days are warm and the nights generally cool, and crops ripen very quickly; harvest begins in August, and is carried on into September, and in October the root crops are pulled ere the frost sets in. Winter commences about the middle, and sometimes toward the end, of November, and continues till March, the weather being generally very cold and dry, and it is a remarkable fact that, although the thermometer reaches down to the forties, the severity of the cold is not so much felt as in some parts of Canada, where 12 degrees below zero is considered something unusual. This is accounted for by the dryness of the atmosphere and the evenness of the temperature in the North West, while in the more eastern portion of the Dominion and in the United States there is more moisture prevalent and a greater degree of unreliability in the weather.

The rich soil attains a depth of from one to four feet throughout the fertile portions of Manitoba and the North West, and can be worked for several years without the necessity of manure. This richness of soil produces immense crops, from twenty-five to forty bushels to the acre being the common average yield, and good crops have even been obtained from the first turning of the sod. The mixture of wood and prairie throughout the greater portion of the territory makes it a valuable country for agricultural purposes, and in this respect the North West excels the more southern prairie of the United States. It has now been definitely ascertained that good water can be found almost anywhere on the north-western prairie by digging from ten to twenty feet deep, besides which there are numerous fine streams, lakes and lakelets, throughout the whole country.

This, of itself, is a very important feature in the matter of stock-raising, and when considered in connection with the great variety of nutritious wild grasses that abound everywhere over the prairie and in the marshes, makes the country almost invaluable for farming and feeding of stock.

Farmers who have settled for several years in Manitoba pronounce the winters as particularly favourable for the raising of stock, owing to the dryness of the atmosphere, and no difficulty has been found by them in bringing out their cattle fat in the Spring.

The land regulations in the North West are as liberal and in some particulars even more so than in the United States. At present one can homestead 160 acres free, and pre-empt or purchase another 160 on easy terms, and it is probable, ere long, now that the task of developing and settling the country has been undertaken with renewed energy by the Dominion Government in connection with the Canadian Pacific, that terms even more liberal will be offered to immigrants.

The present Government of Canada, moreover, has lately adopted a plan for the proper treatment of immigrants that must commend itself to every one looking out for new homes in a new country. A corps of land guides organized during the past summer has been of the greatest service to immigrants who have settled in the North West, and in order to give some idea of the usefulness of these guides, and the wisdom of having established the system, we will enumerate a few of the duties they are expected to fulfil towards immigrants placed under their charge.

Land guides are instructed :

1st. To make themselves thoroughly conversant with everything relative to the country which may prove of service to the new comer, such as the system of surveys, laws relating to lands, Orders in Council affecting the same requirements of the settler, the different and best trails or roads throughout the country, etc., etc., etc.

2nd. To aid the new comer, on his arrival, by all means in their power, such as in the selection and purchase of necessary articles, advice as to suitable lands, etc., etc., etc.

3rd. To accompany the new comer to that section of the country in which he desires to locate, aiding and advising, *en route* there, to be taken in charge by a land guide especially retained in that district, who will show him suitable lands, and not leave him until a selection is made and the boundary stakes pointed out to him.

4th. No land guide is to leave a new comer while under any difficulty, but is to remain until such is overcome, or good provision made.

5th. Land guides are exhorted to be kind and attentive to the wants of the new comers, and to bear in mind that most colonists are unaccustomed to the peculiar means of transport in vogue throughout the country.

6th. Guides are to protect the new comer all in their power from useless expenditure and imposition by unscrupulous persons.

7th. As time is of importance to the new comer, all haste consistent with circumstances is to be made in aiding a party to its destination.

Thus the immigrant from a strange country finds himself on his arrival in the North West placed in the care of a responsible and trustworthy man, who not only accompanies him to a desirable locality for settlement, but who also advises and protects him from being made a victim of by unscrupulous men, of whom there are always a plentiful supply in a new country. As the country opens up to the westward these guides will be invaluable to immigrants, and, ere long, it will be realized, if it is not now, that strangers coming to this fine country to settle may do so in perfect security, under the protecting care of a Government who has shown already so much consideration in caring for the welfare of new comers. We have now, as far as our space will allow, traced the development of the North West up to the present moment in all its features and shown the disadvantages under which it has, at times, laboured.

The future of this great country will, without doubt, be a glorious one. Suddenly the great importance of the Canadian North West, as a field for enterprise, has attracted the attention of capitalists to some purpose. The vast resources of the country appear to be realized in their proper light by men who have evidenced their ability and willingness to develop them.

The Canadian Pacific Railway will, in a few years, be an accomplished fact, its line of route will, ere long, be studded by elevators receiving and delivering the golden grain of the great fertile fields lying between the Red River and the Rocky Mountains.

Cities and towns, prosperous centres of trade, will dot the line of railway at short intervals.

The whole plain now lying idle will be teaming with life and activity; numerous cities, from which branch lines

will tap the country on every side, will rival each other for the trade of the North West.

The Peace and Arthabasca districts will pour forth their treasures to add to the general prosperity, and while this great agricultural country will be pouring forth its riches, the manufactories of the eastern portions of the Dominion will be taxed to their fullest extent to keep pace with the times and supply the demands of the Canadian North West until it will have found time and opportunity to develop its own manufactures.

Then will the Dominion of Canada begin to realize its great wealth and importance, and will rejoice in its proud position among the nations of the earth.

All the provinces of Confederation from the Atlantic to the Pacific will then be truly united in a common bond of sympathy and union, the one assisting the other when bound together by that iron band which in this generation is so much needed to cement the interests of a great country like Canada.

The fact of the railway grades in the North Western States adjoining the International Boundary Line being on an incline towards the Canadian North West, and the grades on the Canadian Pacific Railway being of an easy character eastward along the line from Red River, while the length of the route to the seaboard is even shorter than via Chicago to New York, will eventually throw a great proportion of the American export trade from the North West via Canada to the seaboard. The fact also of the great routes via Chicago and the Eastern States being at present over-burdened with traffic, and at the same time in the hands of powerful companies, who pool rates and thus control all the avenues of shipment—a state of affairs which is likely to increase in the future—will oblige the more Western States, such as Minnesota and Dakota, to find some independent outlet for the shipment of their grain. No better route will present itself than the Cana-

Canadian Pacific Railway, connected as it will be by branch lines with these States, and thus instead of our National Line becoming a feeder to American Lines, it will, when completed, become a formidable rival with American Railways for the whole traffic of the North West. Cities like Toronto and Montreal will become large transshipping ports, and the Canadian Pacific will not only develop and handle the vast trade of the Canadian North West, but it will also draw the trade of the North Western States via Canada to the seaboard. The Dominion Government and the Syndicate of capitalists who have taken hold of the work, by pushing forward the Canada Pacific, are making one of the grandest railway moves of this century. Minnesota and Dakota are even to-day suffering from having insufficient means of transport for grain to the East; what will they suffer when they become more densely populated and better developed? They will have to seek new routes, the best and cheapest of which will be the Canadian Pacific Railway. It seems as if Canada was on the verge of rivalling the Eastern or seaboard States for the trade of the North West, let Canadians, therefore, put their shoulders to the wheel while they have the opportunity, and help to carve out the glorious future before us.

CHAPTER XIII.

The Syndicate Contract—Opposition—Efforts to rouse the people against the scheme—The people do not respond as expected—Dissolution of Parliament urged by the Opposition—The Government defend their policy—Obstruction in Parliament—Variety of opinions on the Contract—Value of North West lands—Opinions on the construction of the road east of Lake Superior—Threatened violation of the country's honour—A new Syndicate—Vanderbilt's interest in delaying the construction of the Lake Superior section—Disastrous effect on the North West if the Syndicate bargain should be broken—The necessity for the immediate construction of the Lake Superior section shown—Evident desire of the new Syndicate to build only the Prairie section—A third Syndicate—The country beginning to understand the true value of the scheme—Our national highway an avenue to the seaboard for the produce of the Western States—The Canadian Pacific Railway at last acknowledged to be a desirable enterprise for capitalists—The glorious prospects of the North West in the future.

SIR JOHN A. MACDONALD in December, 1880,⁵ presented to the Dominion House of Commons the contract entered into by the Government for the construction and working of the Canadian Pacific Railway. After ten years of delay caused by the obstruction of men who seemed determined that every obstacle should be put in the way of our national undertaking, the Government of Canada were in a position to say that they had found a body of men capable and willing to build the Canadian Pacific Railway. Although no offers had been received by the Mackenzie Government to take the road off their hands and build it; yet, in a little over two years time, Sir John Macdonald managed to induce capitalists to take hold of the work. It was no easy matter to accomplish this end, owing to the discredit into which the enterprise had fallen through the misrepresentations and calumny heaped upon it by the men who had so singularly failed in coping with the work during the five years they were in power, and who, while out of office, endeavored to show that it was

beyond the scope of others to do that which they, themselves, had been unable to accomplish. It cannot be denied that the construction of a line of railway some two thousand miles in length through a new country is a serious undertaking for any one to assume; but it becomes still more difficult when false aspersions have been cast upon the character and fertility of the country through which the line is to pass, because such false statements are more than likely to create distrust in the minds of capitalists, and cause them to hesitate, or refrain from purchasing the bonds of a company building a line through a country represented as worthless, or at least of doubtful value. Had the Canadian North West received, as it ought to have done, that justice which it deserved, and which it ought to have received from Canadian statesmen, instead of being decried as inferior to lands in the United States—had the real, the great value of the country been shown in its true colors from the first, there would, instead of one offer, have been a dozen to build the road. After the failure of Hon. Mr. Mackenzie to get a response to his call for tenders, the Government of Sir John A. Macdonald were fortunate enough to make a contract, which, as soon as it became known, seemed to arouse the ire of their predecessors who had not been so successful.

Immediately after the reply to the Speech from the Throne had passed, Sir Charles Tupper, Minister of Railways and Canals, presented the following contract to Parliament for their approval.

TEXT OF THE AGREEMENT BETWEEN THE GOVERNMENT AND THE SYNDICATE.

OTTAWA, December 10.

This contract and agreement, made between Her Majesty the Queen, acting in respect of the Dominion of Canada, and herein represented and acting by the Hon. Sir Charles Tupper, K.C.M.G., Minister of Railways and Canals, and George Stephen and Duncan McIntyre, of Montreal, in Canada; John S. Kennedy, of New York, in the State of New York; Richard B. Angus and James J. Hill, of St. Paul, in the State of Minnesota; Morton, Rose & Co., of London, England; and Cohen, Reinach & Co., of Paris, France, witnesses—

That the parties hereto have contracted and agreed with each other as follows, namely :--

1. For the better interpretation of the contract it is hereby declared that the portion of railway hereinafter called the Eastern Section shall comprise that part of the Canadian Pacific Railway to be constructed extending from the western terminus of the Canada Central Railway near the east end of Lake Nipissing, known as Calendar Station, to a point of junction with that portion of the said Canadian Pacific Railway now in course of construction extending from Lake Superior to Selkirk, on the east side of Red River, which latter portion is hereinafter called the Lake Superior Section; that the portion of said railway now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central Section; that the portion of said railway now in course of construction extending from Kamloops to Port Moody is hereinafter called the Western Section; and that the words "The Canadian Pacific Railway" are intended to mean the entire railway as described in the Act 37 Victoria, cap. 14. The individual parties hereto are hereinafter described as the "Company," and the Government of Canada is hereinafter called the "Government."

2. The contractors immediately after the organization of the said Company shall deposit with the Government \$1,000,000 in cash or approved securities as a security for the construction of the railway hereby contracted for. The Government shall pay to the Company interest on the cash deposited at the rate of four per cent. per annum half-yearly, and shall pay over to the Company the interest received upon the securities deposited until default in the performance of the conditions hereof, or until the repayment of the deposit, and shall return the deposit to the Company on the completion of the railway, according to the terms hereof, with any interest accrued thereon.

3. The Company shall lay out, construct, and equip the said Eastern Section and the said Central Section of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard whereby the quality and the character of the railway and of the material used in the construction thereof, and of the equipment thereof, may be regulated, the Union Pacific Railway of the United States, as the same was when first constructed, is hereby selected and fixed as such standard. And if the Government and the Company should be unable to agree as to whether or not any work done or materials furnished under this contract are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of this agreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the Company, and one by the referees so chosen; and such referees shall decide as to the party by whom the expense of such reference shall be defrayed; and if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada; and the decision of such referees, or of the majority of them, shall be final.

4. The work of construction shall be commenced at the eastern extremity of the Eastern Section not later than the first day of July next; the work upon the Central Section shall be commenced by the Company at such point towards the eastern end thereof on the portion of the line now under construction as shall be found convenient, and as shall be approved by the Government, at a date not later than the first of May next; and the work upon the Eastern and Central Sec-

tions shall be vigorously and continuously carried on at such rate of annual progress on each section as shall enable the Company to complete and equip the same and put each of them in running order on or before the first day of May, 1891, by which date the Company hereby agrees to complete and equip the said sections in conformity with this contract, unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Company; and in case of the interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the railway shall be extended for a corresponding period.

5. The Company shall pay to the Government the cost, according to the contract, of the portion of railway—100 miles in length—extending from the City of Winnipeg westward up to the time at which the work was taken out of the hands of the contractors, and the expense since incurred by the Government on the work of construction, but shall have the right to assume the said work at any time, and complete the same, paying the cost of construction, as aforesaid, so far as the same shall then have been incurred by the Government.

6. Unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Government, the Government shall cause to be completed the said Lake Superior Section by the dates fixed by the existing contracts for the construction thereof, and shall also cause to be completed the portion of the said Western Section now under contract, namely, from Kamloops to Yale, within the period fixed by the contracts thereof, namely by the 30th day of June, 1885; and shall also cause to be completed on or before the first of May, 1891, the remaining portion of the said Western Section lying between Yale and Port Moody, which shall be constructed of equally good quality in every respect with the standard hereby created for the portion hereby contracted for, and the said Lake Superior Section, and the portions of the said Western Section now under contract, shall be completed as nearly as practicable according to the specifications and conditions of the contracts therefor, except in so far as the same have been modified by the Government prior to this contract.

7. The railway constructed under the terms hereof shall be the property of the Company, and pending the completion of the Eastern and Central Sections the Government shall transfer to the Company the possession and right to work and run the several portions of the Canadian Pacific Railway already constructed, or as the same shall be completed; and upon the completion of the Eastern and Central Sections the Government shall convey to the Company with a suitable number of station buildings, and with water service (not without equipment), those portions of the Canadian Pacific Railway constructed or to be constructed by the Government, which shall then be completed; and upon the completion of the remainder of the portion of the railway to be constructed by the Government, that portion shall also be conveyed to the Company, and the Canadian Pacific Railway shall become and be thereafter the absolute property of the Company, and the Company shall thereafter and forever efficiently maintain, work, and run the Canadian Pacific Railway.

8. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the Company shall equip the same in conformity with the standard herein established for the equipment of the stations hereby contracted for, and shall thereafter maintain and efficiently operate the same.

9. In consideration of the premises, the Government agree to grant to the Company a subsidy in money of \$25,000,000 and in land of 25,000,000 acres, for which subsidies the construction of the Canadian Pacific Railway shall be completed, and the same shall be equipped, maintained, and operated, the said subsidies respectively to be paid and granted as the work of construction shall proceed in manner and upon the conditions following, that is to say:—

A. The said subsidy in money is hereby divided and appropriated as follows, namely:—

Central Section, assumed at 1,350 miles—

(1). 905 miles at \$10,000 per mile, \$9,000,000.

(2). 450 miles at \$13,333 per mile, \$6,000,000.

Total, \$15,000,000.

Eastern Section, assumed at 650 miles—subsidy equal to \$15,384.61 per mile—\$10,000,000.

Total, \$25,000,000.

And the said subsidy of land is hereby divided and appropriated as follows, subject to the reserve hereafter provided for.

Central Section—(1). 900 miles, at 12,000 acres per mile, 11,250,000 acres.

(2). 450 miles, at 16,666.66 acres per mile, 7,500,000 acres.

Total, 18,750,000.

Eastern Section, assumed at 650 miles—subsidy equal to 9,615.35 acres per mile, 5,250,000.

Total, 25,000,000.

B.—Upon the construction of any portion of the railway hereby contracted for, not less than 20 miles in length, and the completion thereof, so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies applicable thereto, according to the division and appropriation thereof made as hereinbefore provided, the Company having the option of receiving in lieu of cash terminable bonds of the Government bearing such date of interest for such period and amount as may be arranged, and which may be equivalent, according to actuarial calculation, to the corresponding cash payment, the Government allowing four per cent. interest on moneys deposited with them.

C.—If at any time the Company shall cause to be delivered on or near the line of the said railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the railway, but in advance of such construction, the Government on demand of the Company shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery, and a proportion of the amount so advanced shall be deducted according to such terms and conditions from the subsidy to be thereafter paid upon the settlement for each section of twenty miles of railway, which proportion shall correspond with the proportion of such rails and fastenings which have been used in the construction of such sections.

D.—Until the first day of January, 1882, the Company shall have the option, instead of issuing land grant bonds, as hereinafter provided, of substituting the payment by the Government of the interest (or part of the interest) on bonds of the Company mortgaging the railway and the lands to be granted by the Government running over such term of years as may be approved by the Government in Council in lieu of the cash subsidy hereby agreed to be granted to the Company, or any part thereof, such payments of interest to be equivalent

according to actuarial calculation to the corresponding cash payment, the Government allowing 4 per cent. interest on moneys deposited with them, and the coupons representing the interest on such bonds shall be guaranteed by the Government to the extent of such equivalent, and the proceeds of the sale of such bonds to the extent of not more than \$25,000,000 shall be deposited with the Government, and the balance of such proceeds shall be placed elsewhere by the Company to the satisfaction and under the exclusive control of the Government, failing which last condition the bonds in excess of those sold shall remain in the hands of the Government, and from time to time as the work proceeds the Government shall pay over to the Company, firstly out of the amounts so to be placed by the Company, and after the expenditure of that amount out of the amount deposited with the Government, sums of money bearing the same proportion to the mileage cash subsidy hereby agreed upon which the net proceeds of such sale, if the whole of such bonds are sold upon the issue thereof, or if such bonds be not all then sold the net proceeds of the issue, calculated at the rate at which the sale of part of them shall have been made shall bear to the sum of \$25,000,000: but if only a portion of the land issue be sold, the amount earned by the Company according to the proportion aforesaid, shall be paid to the Company partly out of the bonds in the hands of the Government, and partly out of the cash deposited with the Government, in similar proportions to the amount of such bonds sold and remaining unsold respectively, and the Company shall receive the bonds so paid as cash at the rate at which the said partial sale thereof shall have been made, and the Government will receive and hold such sum of money towards the creation of a sinking fund for the redemption of such bonds, and upon such terms and conditions as shall be agreed upon between the Government and the Company.

E.—If the Company avail themselves of the option granted by clause "D," the sum of \$2,000 per mile for the first 800 miles of the Central Section shall be deducted *pro rata* from the amount payable to the Company in respect of the said 800 miles, and shall be appropriated to increase the mileage cash subsidy appropriated to the remainder of the said Central Section.

10.—In further consideration of the premises the Government shall also grant to the Company the lands required for the road-bed of the railway and for its station grounds, workshops, dock ground, and water frontage at the termini on navigable waters, buildings, yards and other appurtenances required for the convenient and effectual construction and working of the railway in so far as such land shall be vested in the Government, and the Government shall also permit the admission free of duty of all steel rails, fish-plates, and other fastenings, spikes, bolts, and nuts, wire, timber and all material for bridges to be used in the original construction of the railway and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line, and will convey to the Company at cost price with interest all rails and fastenings bought in or since the year 1879 and other materials for construction in the possession of or purchased by the Government at a valuation, such rails, fastenings, and materials not being required by it for the construction of the said Lake Superior and Western sections.

11.—The grant of land hereby agreed to be made to the Company shall be made in alternate sections of 640 acres each, extending back 24 miles deep on each side of the railway from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the

Company receiving the sections bearing uneven numbers, but should any of such sections consist in a material degree of land not fairly fit for settlement the Company shall not be obliged to receive them as part of such grant, and the deficiency thereby caused, and any further deficiency which may arise from the insufficient quantity of land along the said portion of railway to complete the said 25,000,000 acres, or from the prevalence of lakes and water stretches in the sections granted (which lakes and water stretches shall not be comprised in the acreage of such sections) shall be made up from other portions to be selected by the Company in the tract known as the fertile belt, that is to say the land lying between parallels 49 and 57 degrees of north latitude, or elsewhere at the option of the Company, by the grant therein of similar alternate sections extending back twenty-four miles deep on each side of any branch line or lines of railway to be located by the Company, and to be shown on a map or plan thereof deposited with the Minister of railways, or of any common front line or lines, agreed upon by the Government and the Company, the conditions therein before stated as to lands not fairly fit for settlement to be applicable to such additional grants; and the Company may, with the consent of the Government, select in the Northwest Territories any tract, or tracts, of land not taken up as a means of supplying or partially supplying such deficiency; but such grant shall be made only from lands remaining vested in the Government.

12.—The Government shall extinguish the Indian title affecting the lands herein appropriated and to be hereinafter granted in aid of the said railway.

13.—The Company shall have the right, subject to the approval of the Governor in Council, to lay out and locate the line of the railway hereby contracted for as they may see fit, preserving the following terminal points, namely from the Calander Station to the point of junction with the lake Superior section, and from Selkirk to the junction with the western section at Kamloops by way of Yellowhead Pass.

14.—The Company shall have the right from time to time to lay out, construct, equip, maintain and work branch lines of railway from any point or points within the territory of the Dominion—provided always that before commencing any branch they shall first deposit a map and plan of such branch in the Department of Railways, and the Government shall grant to the Company the land required for the road-bed of such branches, and for the stations, station grounds, buildings, workshops, yards, and other appurtenances requisite for the efficient construction and working of such branches in so far as such lands are vested in the Government.

15. For twenty years from the date hereof no line of railway shall be authorized by the Dominion Parliament to be constructed south of the Canadian Pacific Railway from any point at or near the Canadian Pacific Railway, except such a line as shall run south-west, or to the west of south-west, nor to within fifteen miles of latitude 49; and in the establishment of any new province in the Northwest Territories provision shall be made for continuing such prohibition after such establishment until the expiration of the said period.

16. The Canadian Pacific Railway and all stations and station grounds, workshops, buildings, yards and other property, rolling stock, and appurtenances required and used for the construction thereof, and the capital stock of the Company, shall be forever free from taxation by the Dominion, or by any province to be hereafter established, or by any municipal corporation therein, and the lands of the Company in the Northwest Territories, until they are either

sold or occupied, shall also be free from such taxation for twenty-five years after the grant thereof from the Crown.

17. The Company shall be authorized by their act of incorporation to issue bonds, secured upon the land granted and to be granted to the Company, containing provisions for such bonds in the acquisition of lands, and such other conditions as the Company shall see fit, such issue to be for \$25,000,000; and should the Company make such issue of land grant bonds, then they shall deposit them in the hands of the Government, and the Government shall retain and hold one-fifth of such bonds as security for the due performance of the present contract in respect of the maintenance and continuous working of the railway by the Company, as herein agreed, for ten years after the completion thereof, and the remaining \$20,000,000 of such bonds shall be dealt with as hereinafter provided; and as to the said one-fifth of the said lands, so long as no default shall occur in the maintenance and working of the said Canada Pacific Railway, the Government shall not present or demand payment of the coupons of such lands, nor require payment of any interest thereon, and if any such bonds so to be retained by the Government shall be paid off in the manner to be provided for the extinction of the whole issue thereof, the Government shall hold the amount received in payment thereof as security for the same purpose as the bonds so paid off, paying interest thereon at four per cent. per annum, so long as the default is not made by the Company in the performance of the conditions hereof, and the end of the said period of ten years from the completion of the said railway, if no default shall then have occurred in such maintenance and working thereof, the said bonds, or if any of them shall then have been paid off, the remainder of said bonds and the money received for those paid off, with accrued interest, shall be delivered back by the Government to the Company with all the coupons attached to such bonds. But if such default should occur, the Government may thereafter require payment of interest on the bond so held, and shall not be obliged to continue to pay interest on the money representing the bonds paid off; and while the Government shall retain the right to hold the said portion of the land grant bonds, other securities satisfactory to the Government may be substituted for them by the Company by agreement with the Government.

18. If the Company shall find it necessary or expedient to sell the remaining \$20,000,000 of the land grant bonds, or a larger portion thereof than in the proportion of one dollar for each acre of land then earned by the Company, they shall be allowed to do so, but the proceeds thereof, over and above the amount to which the Company shall be entitled as herein provided, shall be deposited with the Government, and the Government shall pay interest upon such deposit half-yearly, at the rate of four per cent. per annum; and shall pay over the amount of such deposit to the Company from time to time as the work proceeds, in the same proportions and at the same time, and upon the same conditions as the land grant, that is to say, the Company shall be entitled to receive from the Government out of the proceeds of the said land grant bonds the same number of dollars as the numbers of acres of the land subsidy which shall then have been earned by them, less one-fifth thereof, that is to say, if the bonds are sold at par; but if they are sold at less than par then a deduction shall be made therefrom, corresponding the discount at which such bonds are sold, and such land grant shall be conveyed to them by the Government, subject to the charge created as security for the said land grant bonds, and shall remain subject to such charge until relieved thereof in such names as shall be provided for at the time of the issue of such bonds.

19. The Company shall pay any expenses which shall be incurred by the Government in carrying out the provisions of the two last preceding clauses of this contract.

20. If the Company shall not issue such land grant bonds then the Government shall retain from out of each grant to be made from time to time every fifth-section of the lands hereby agreed to be granted, such lands to be retained as security for the purposes and for the length of time mentioned in Section 18 hereof, and such lands may be sold in such manner and at such prices as shall be agreed upon between the Government and the Company, and in that case the price thereof should be paid to and held by the Government for the same period and for the same purposes as the land itself, the Government paying four per cent. per annum interest thereon; and other securities satisfactory to the Government may be substituted for such lands or money, by agreement with the Government.

21. The Company shall be incorporated with sufficient powers to enable them to carry out the foregoing contract, and this contract shall only be binding in the event of an Act of incorporation being granted to the Company in the form hereby appended as Schedule A.

22. The Railway Act of 1879, in so far as they are applicable to the undertaking referred to in this contract, and in so far as they are not inconsistent herewith or inconsistent with or contrary to the provisions of the Act of incorporation to be granted to the Company shall apply to the Canadian Pacific Railway.

In witness whereof the parties hereto have enacted these presents at the city of Ottawa, this 21st day of October, 1880.

[Signed]

CHARLES TUPPER.

GEORGE STEPHEN.

DUNCAN MCINTYRE.

JOHN S. KENNEDY.

R. B. ANGUS.

MORTON, ROSE & CO.

PER T. DU PRE GRENFELL.

COHEN, REINACH & CO.,

PER T. DU PRE GRENFELL.

JAMES J. HILL,

PER HIS ATTORNEY, GEO. STEPHEN.

The presentation of the contract was the signal for an immediate and most determined opposition on the part of the men who from the first have opposed the construction of the Canada Pacific Railway. Instead of trying to strengthen the hands of the Government to procure any modification of the terms that might be deemed desirable in the interests of the country, instead of endeavoring to assist the Government, and by a course of moderation to unite, and, sinking party strife for the time being, to secure the very best bargain possible, they at once condemned the whole scheme as worthless, and placed the matter more in the light of a political fight than a desire on the part of the

people's representatives to look after the interests of the country. There is no doubt the Government made the very best bargain it was possible to make at the time, --it would have been useless for them to have advertised for tenders because only a short time previous such a course had resulted in failure. Moreover, it had been discovered that European capitalists fought shy of the undertaking, and therefore the Government were placed at the disadvantage of having to seek out for men to do the work, instead of men having to ask them to be allowed to do it. Any thinking man can see, therefore, the disadvantage the Government labored under from no fault of theirs, and it is therefore reasonable to suppose that they made the very best contract possible under the circumstances. It is more than probable, however, that, had their opponents endeavored to unite with them for the time being in seeking to perfect as near as possible the details of the bargain, a satisfactory arrangement could have been made by which the subject could have been dealt with in a spirit of moderation, and the *pros* and *cons* discussed in a temperate manner. This would at least have allowed the people to judge the matter in a calm and unprejudiced spirit, which in itself would have been beneficial, as the utter tangle which the deliberations of Parliament assumed, prevented the public of Canada from getting a correct idea of the great work itself, or a perfect knowledge of the true meaning of all the clauses contained in the contract.

Not content with a determined opposition in Parliament, an attempt was made during the Christmas recess to rouse the people against the Syndicate bargain in the hope that it would result in the Governor General insisting upon a dissolution and an appeal to the country on the subject. This of course meant an abandonment of the contract, as it was well known the Syndicate of capitalists would not consent to such a tedious ratification of the bargain when

time was so precious to them. Moreover, it was the same old tactics over again as had been used in 1872, and the question would have been put before the people in the unfair light of extra taxation instead of on its true merits and the whole scheme would thereby have been endangered, and if defeated the country would have been left to struggle for another ten years. Fortunately, however, the people did not respond as it was expected they would. The leaders of the Opposition stumped the country wherever they could, but they were closely followed by the members of the Government, so that the public received both sides of the question, and the very fact that resolutions passed and petitions signed for and against the contract assumed purely a partizan character was sufficient to indicate that the universal verdict of the people was not against the bargain. Reformers as a rule were against it, Conservatives in favor of it, and in some cases Reformers favored it while Conservatives condemned it. The result of this popular appeal, therefore, was to show the men who were opposing the scheme that they would have to take some other line of action.

A systematic course of obstruction was therefore commenced and consistently carried out. The Government, however, ably defended their scheme, and showed very plainly that the clauses which were represented as most objectionable in the contract were, when properly explained, very different from the construction put upon them by the opposition.

They showed in the first place the necessity for building the road right through from ocean to ocean, and the danger of delaying the construction of the connecting links north of Lake Superior and across the Rocky Mountains, and in this connection it may be well to quote the words of the late Mr. Henry Seward of the United States to show the importance to Canada of a Pacific Railway. Mr. Seward spoke as follows:—

"The route through British America is, in some respects, preferable to that through our own territory. By the former, the distance from Europe to Asia is some thousand miles shorter than by the latter. Passing close to Lake Superior, traversing the water-shed which divides the streams flowing towards the Arctic Sea from those which have their exit southward, crossing the Rocky Mountains at an elevation of over 3,000 feet less than at the south pass, the road could be here constructed with comparative cheapness, and would open up a region abounding in valuable timber and other natural products, and admirably suited to the growth of grain and grazing. Having its Atlantic seaboard at Halifax and its Pacific near Vancouver Island it would undoubtedly draw to it the commerce of Europe, Asia and the United States. Thus British America, from a mere colonial dependency, would assume a controlling rank in the world. To her other nations would be tributary, and in vain would the United States attempt to be her rival, for she never could dispute with her the possession of the Asiatic commerce, nor the power which that commerce confers."

And to show that a Pacific Railway was deemed necessary to complete the confederation of British North America, we quote the *Globe* of the 3rd of February, 1871, to demonstrate that the very people who are now seeking to obstruct the scheme, as far back as ten years ago regarded it as an actual necessity in so far as the welfare of the Dominion was concerned.

"The success of one Pacific Railway points to others being constructed, and renders them more than ever a necessity. People could do with none, in fact, better than they will allow themselves to believe they can do with one. Accordingly, a "Northern Pacific" is already in process of construction; another to the south has been projected, and one through British territory is a necessity, if the Dominion is to have anything like a fair chance of fulfilling its destiny and developing its mighty and varied resources. Many objections have already been urged against the road across British territory, and the promoters of that from Duluth to Puget Sound are specially kind in arguing that such an undertaking would be a sheer waste of money which could otherwise be far more usefully and remuneratively employed. Why not, it is said, use the one already in course of construction, with branch feeders stretching northward to Fort Garry and other points of the North-West, as the necessities of the country require? * * * A very cursory examination of the country to be traversed by the American road from the head waters of Lake Superior will show how fallacious all such arguments

are, and how not only the line through British territory may be carried through from strictly commercial considerations, but must be, if British authority is to be maintained on this continent, and our new Dominion made practically, as well as in theory, a great fact. Apart from all other considerations the very fact that the line now under construction is through American territory, would be a fatal objection to its being made the great trunk line for the Canadian North-West. Those who had the command of it would in a few years command the country. All the intercourse, both social and commercial, of the people of our North-West region would be directly with and through a foreign people and what might at any time become a hostile country. By the mere stroke of his pen a foreign ruler might lay an embargo upon the whole intercourse of that part of Canada with what lies to the east.

Our neighbors know the value of the prize involved, and are making gigantic efforts to secure it exclusively for themselves. Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question not merely of convenience, but of national existence. It must be pushed through at whatever expense. We believe it can be pushed through, not only without being a burden pecuniarily upon Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn out an unsubstantial dream; with it, and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, glorious and inevitable reality."

Yet in spite of the above we find that in 1880 the *Globe* condemns the construction of the line north of Lake Superior as being a useless expenditure of public money.

The Government then proved that the actual cost of the road, as provided for in the contract, was much less than any previous offer ever received for the same work, and greatly below the estimate put upon it by the Mackenzie Administration. It was shown in the discussion how much ignorance had been shown in the past as to the actual value and extent of North West lands, and strange to say contended by the opposition that the grant of 25,000,000 to the Syndicate, although much less than any previous estimate or offer made was now considered too much. The sum in cash offered for the construction of the

road by Hon. Mr. Mackenzie was \$30,000,000, with a guarantee of four per cent. on any sum expended over and above that amount ; yet the \$25,000,000 nett as agreed in the Syndicate bargain was objected to. The value of the lands in the North West, which hitherto had been deemed so worthless, was now placed as high as six dollars and seven dollars per acre, and in no case less than two dollars ; but the fact was lost sight of by those who opposed the railway scheme, that, without the road, the land would not bring probably one dollar per acre.

It was endeavored to be shown that the exemption from taxation on the Syndicate lands would prove a serious impediment to the settlement of the country, inasmuch as municipalities when formed would be prevented from raising the necessary money for improvements. It was, however, explained in answer to this that there could be no taxation on the lands in any case by the Dominion, and that only when new provinces were formed would there be any attempt at taxation of that nature. It was also demonstrated that municipalities were in the habit of granting bonuses to railway companies, in other words, taxing themselves to aid railroads, so that the exemption from taxation on the Pacific Railroad land was simply equal to a bonus from any municipality through which it might pass. Moreover it was clearly to the interest of the Syndicate to settle their lands as quickly as possible to promote a traffic for the road, for, without traffic, the enterprise would prove a serious loss, and then, as the lands pass out of the Company's hands, they will become liable to taxation by the municipality. The next feature was exemption from customs duties on rails, &c. It was contended, however, in explanation of this, and justly too, that, had the Government proceeded with the work instead of handing it over to a Syndicate, the country would have derived no benefit from the duties on the railway supplies, as they would have been imported free. Moreover the Syndicate are not

exempt from customs duties on all their supplies, while the Government would have been so—for the railway company are only freed from duty on certain articles, such as steel rails, &c., as are required for the actual construction of the road, but will have to pay the customs duties for all the balance of their supplies, which will amount to a great deal of money. The exemption from taxation on their stations, &c., cannot be looked on as very serious, since already the Syndicate have received offers from several localities proposing to grant them immunity from taxation of that kind to induce them to locate the stations, &c., in those places. It is, moreover, quite customary for cities and towns to grant enterprises freedom from taxation, with sometimes a bonus thrown in, to secure the business of the enterprise thus sought to be encouraged—Now of all enterprises the Canada Pacific is more likely to benefit municipalities, cities, towns and villages through which it will pass than any other.

Exception was taken to the Syndicate having the right to choose prairie lands for payment of the construction of the Lake Superior and other barren portions of the road, but a glance will show how unreasonable it would be to expect men to take land where no land is. While the building of the road north of Lake Superior is necessary to the success of the whole line yet it would be unfair to compel the Syndicate to take their land grant in a country where it is chiefly rock and forest. If they were so compelled they would simply turn round and ask a larger cash subsidy. As it is, the whole grant of 25,000,000 to the Company is only a little more than a tenth of the whole fertile land in the North West. Some exception was taken to the mode of granting the land to the company in alternate sections, but it must be plainly seen that, were it to be given in one continuous line along the railway, the Dominion lands would be placed at a disadvantage as they would be excluded altogether from any connection with the road and

would not therefore sell as readily. As it is, however, the Dominion lands will increase in value in proportion to those owned by the Company, and as it is necessary for the Dominion Government to realize on their lands as rapidly as possible, in order to be able to meet their engagements to the Syndicate without taxing the people, the system of alternate sections of Dominion and Railway lands is manifestly a wise one.

The giving of the Company the sole right of connecting with the boundary line of the United States at first looks like a monopoly, but, when the actual circumstances of the case are considered, it is only fair to grant this right to them. It is but fair, when compelling the Syndicate to build the line north of Lake Superior, to give them protection against the encroachments of powerful rival companies in the States. Were such roads as the Chicago and North-Western, Northern Pacific and others working in connection with New York lines to tap the North West, west of the Red River, before the Canadian Pacific Railway could be completed to the seaboard, our national line, in having to resist such powerful organizations, would sink under the load, because the Company undertaking its construction would have too much to contend against in competing with such powerful rival companies for the trade of the North West, and would be unable to go on with the completion of the more difficult but absolutely necessary portions of the road. The North West for a time might derive the benefit of low rates, but as soon as the Canadian national line was abandoned, as it would have to be before completion, then our North Western farmers would find themselves in the hands of American pools, who would grind them as they are at present doing the farmers of Minnesota and Dakotah. It is to the interest of the Syndicate to create as soon as possible an independent line which will be a controlling power over the routes via Chicago. This of itself will have a tendency to draw freight from the more

Western States via Canada. It has been said that the Syndicate will grind the farmers of the North West by charging exorbitant rates of freight on their produce. This is hardly probable for two reasons: first, the Pacific Railway must have freight to carry, or else the line will be worthless to them; by charging exorbitant rates they would simply put a stop to the exportation of grain, and would, besides, check the influx of immigration, if they placed a high freight tariff on supplies, because buyers will only handle grain when it pays to ship. Farmers will not seek to raise wheat if it will not pay them to do so, and immigrants will not settle in a land where it is hard to live owing to the high prices of necessaries. Now, it is plainly in the interest of the railway company to promote immigration, to encourage the cultivation and shipment of grain, and self-interest will prevent them from putting a stumbling block in the way. There is no doubt that in the near future the great North West will be tapped by American lines, but by that time our National line will have been built and able to compete for the trade. In the meantime let us, if only from patriotic motives, seek to place no impediment in the way of its success.

The contract gives the Syndicate the preference over others in the construction of branch lines, but it does not give them the right to prevent others from building them. It is simply absurd to suppose, it is against common sense to argue, that by the mere deposit of a map with the Government they can shut out any and all branch lines. It is but right to give them the preference in a matter of so much importance to the main line, but it is not reasonable to suppose that the Government will fail in demanding some proof of good faith that the Syndicate is really in earnest when applying to build any branch. The deposit of a map is the mode of application, it rests with the Government that the application be fulfilled in good faith. This being the case, is it to be supposed that the Syndicate

can control capital sufficient to not only build the main line, but also the whole network of railways that will be built in the North West within the next few years?

But it is impossible to enumerate all the arguments pro and con that were used in regard to the scheme. One thing was noticeable, the great variety of opinions as to the interpretation of the contract; there were hardly any two alike, which demonstrated that, so far as the practical results of the scheme were discussed, each man viewed them from his own imaginative standpoint. Figures were handled *ad captandum vulgus*, with absolute recklessness, and to, look over the speeches in the Commons on the Syndicate bargain, one is surprised at the many different results which the figures used by the speaker managed to work out. The Government, however, defended their action ably and clearly, and then it became obvious that the opponents of the scheme were merely seeking to obstruct the measure for some hidden reason. One thing was demonstrated without a doubt by the discussion in Parliament, and that was the recognition on all sides of the great value of North West lands. Men who had decried them as worthless in previous years were found praising and extolling them, even above their actual merit. In fact the true value of the great North West was apparently beginning to dawn on the minds of Canadian Statesmen.

One of the principal planks in the platform of the Opposition to the railway scheme was the condemnation of the line north of Lake Superior, on the grounds that it would be for some time to come a useless expenditure. For the purpose of making a point for the party, Members of Parliament were seeking to drive for the next twenty years or more the trade of the North West through American channels. They advocated instead of our national highway the construction of a line which would place us at the mercy or caprice of the United States. We see that the new Secretary of State, Mr. Blaine, is expected, when for-

mally placed in possession of his office at Washington, to bring Canada to her knees. Now, we do not expect any such policy on the part of Mr. Blain, but should any unpleasantness arise in the future with our neighbor, what a position would the North West be in without any outlet, except via the United States? The time has come now for Canada to make herself thoroughly independent in every respect of our American neighbors; by being so, we will command their respect; while we are at their mercy, we will only excite in them a patronizing consideration.

One of the most painful features in the opposition to the Syndicate Bargain was a threatened violation of the country's honor, a repudiation of the contract at some future day. If it is expected that the country at the next general election will favor repudiation of a contract, whether good, bad or indifferent, which has received the ratification of a majority in Parliament, the promoters of such an idea will find themselves very much mistaken. The people of Canada have not sunk so long as even to dream of repudiation of any contracts made by their representatives, and no quibble, no distortion of the facts will assist to induce an honorable people like those in Canada to deviate from that one great principle laid down in the following words: "*We may suffer, if need be, but we never repudiate.*"

While the discussion in Parliament was being delayed, the reason for the obstruction appeared one day in the form of a new offer, the formation of a new Syndicate to build the road. Notwithstanding that Mr. Muckenzie had advertised for months, asking for tenders to build the railway on most advantageous terms; notwithstanding that it was well known for months previous to the opening of Parliament that the Government had made a bargain for the construction of the railway, it was not till the last moment, when the bargain was before the House for ratification, that capitalists were found willing to tender for the work. This of itself looked suspicious, and the sincerity of the

men who thus tendered at the eleventh hour was doubted on all sides. It resembled too much a political trick to command the confidence of the public, and at last it became known that several members who signed their names had done so with the full knowledge that their offer could not be accepted by the Government. The farce was carried so far that the security, amounting to a million or more, was deposited, but this is not strange as, without some such step, the whole affair would have brought only contempt on the heads of the men engaged in it. Why, then, was this new Syndicate formed? First of all it was intended to embarrass the Government; secondly, it was done in the hope that by some means the Government might be defeated through it; thirdly, it was done for popular effect, to endeavor to show the people that the work could have been performed for so much less; fourthly, it was done to create a handle against the Government at the next general election, and Reformers made no secret of this feature. There was, however, another feature in the new offer which is rather startling when looked into minutely, and that was the evident desire to delay, perhaps abandon, the line north of Lake Superior. In other words, to leave the Prairie Section at the mercy of American Railroad speculators for years to come. A temptation is set forth in several of the clauses to induce the government to adopt this idea, but it was too thin altogether. It was suspected that the members of the new Syndicate, if not in collusion, were at least in sympathy with a man who has already done much to injure the reputation of Canadian Railways in the money market, W. H. Vanderbilt, by his manipulation of Canada Southern stock, and the consequent loss to English shareholders did not certainly increase the confidence of foreign capitalists in Canadian undertakings. We all know that this man controls the Eastern trunk lines, and that he must be somewhat concerned at the prospect of an independent line over which he can obtain no control. It was not sur-

prising, therefore, if he should feel an interest in either burking the Canada Pacific, or of getting a control over it himself, and the new Syndicate were seeking to play right into his hands, although it may be unintentionally.

Throughout the discussion the future of the North West hung on a thread. With the collapse of the Syndicate Bargain it seemed as if years of delay would follow, all confidence in any Government being able to cope with the work having been destroyed. The sincerity of the new Syndicate in going on with the railway was not generally believed, and it therefore appeared as if the only opportunity ever offered to the North West to take one great stride in the march of progress was being uselessly jeopardized by the obstruction to the scheme in Parliament. It is true there was a dread in certain localities in the North West that others would get ahead of them under the Syndicate arrangements, but this dread was merely of a local character, and could in no way have any influence on the scheme as a whole.

The evident desire of the second Syndicate to build only the Prairie Section did not improve matters, as such a course would only make the North West tributary to the United States, whereas the general desire was to become tributary to Canada.

The next feature in this Syndicate business was the reported formation of a third company, but up to the time of writing this rumor assumed no tangible character.

Although the excitement in Parliament continued for some time through the tactics of the Opposition the interest of the people throughout the country in the matter gradually cooled down. It was beginning to be realized that the Government had done the very best in their power in making the bargain. The terms were becoming better understood day by day, and finally the Opposition in Parliament began to be looked upon by the outside world as simple obstruction. It was becoming known, that our Ca-

nadian National road had the prospect of being a great trunk line for the produce of the North Western States to the seaboard, and this of itself was sufficient to quicken the pulse of every true Canadian who had his country's welfare at heart.

Our Canadian Pacific Railway, notwithstanding all the slurs that had been cast upon it, had become a desirable enterprise in the eyes of capitalists in which to invest their money. This of itself, together with the acknowledged value of our North West lands, was a great point gained.

From 1881, with the charter granted for the immediate construction of the Canadian Pacific Railway, the North West will enter the threshold of its glorious future, and from that time onward Canada with its North West behind it will year by year advance until, ere long, it will rival the greatest nations upon the earth.

THE END.